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HITLER AND MUSSOLINI STAGING A CONFERENCE

German Fire Raid In South

After a quiet day, marked only by the shooting down by British fighters of an enemy bomber in the Channel, the alert was sounded in London some time after dark last night.

A burst of gunfire was heard soon afterwards but a quiet spell followed.

Enemy aircraft were reported near a West of England town, a Midlands town and an East Anglian town last night.

South Coast Attacked

Large numbers of raiders approached a South Coast town. Incendiaries were showered on it but fire watchers and others were prepared and many were soon extinguished.

There was little German air activity "round our coasts" during yesterday, states an Air Ministry communique.

A single enemy plane dropped bombs on an East Coast town in the morning but damage was little and casualties few.—Reuter.

VICHY STATES ITS STAND

France is determined to defend the integrity of Indo-China, declared "Le Temps" yesterday commenting on the fighting between French and Thai troops on the Indo-China border.

The newspaper declared that Thai's attempt to "realise her territorial claims" cannot be justified either historically or by legal right based on treaties, and adds: "Thai must not think that France, though conquered, will give up everything. Indo-China is being defended and will be defended in all circumstances, whatever they may be." — Reuter.

CAPITAL EN FETE

GREAT PREPARATIONS WERE UNDER WAY YESTERDAY IN WASHINGTON FOR THE INAUGURAL CEREMONY OF PRESIDENT ROOSEVELT, THE FIRST MAN IN AMERICAN HISTORY TO SERVE THREE TERMS.

The route he will follow to-day from the White House to the capital has been lined with stands to accommodate visitors who have been arriving in special trains.

GALLANT GREEK SUBMARINE LOST

(SPECIAL TO "CHINA MAIL")

The Greek Ministry of Navy in Athens intimates that the Greek submarine Proteus was lost after she sank a troop-laden Italian transport in the Adriatic 21 days ago.

A communique says that the 700-ton Proteus, which had a normal complement of 41 officers and men, has not returned to base since the day she achieved her spectacular feat. — International News Service.

HONG KONG RESIDENTS ARRESTED ON BORDER

Three Europeans—two men and a woman—were arrested by a Japanese sentry at Shataukok yesterday afternoon and their release was not obtained until 1.30 this morning, following intervention and representations by the local authorities.

They were hiking on the hills at the back of Shataukok yesterday afternoon, and in the course of the hike they failed to realise that they had crossed into Japanese "occupied" territory.

Suddenly they were challenged by a Japanese sentry on the hillside and compelled to accompany him to the officer in charge of the Japanese troops at Shataukok.

They were searched and questioned at length, but the Japanese officer was not satisfied and

New Joint Axis Moves Expected

(SPECIAL TO "CHINA MAIL")

DIPLOMATIC CIRCLES IN BERNE REPORTED LAST NIGHT THAT HITLER AND MUSSOLINI ARE STAGING A MOMENTOUS PERSONAL MEETING THIS WEEK-END FROM WHICH SOME LARGE-SCALE AND SPECTACULAR ITALO-GERMAN ACTION IS EXPECTED.

It is reported that the conference will be attended by high-ranking German and Italian officers and it is understood the meeting will be concerned mainly with joint Axis moves in the Mediterranean.

It is also reported that the Dictators may formulate a more definite Italo-German attitude towards the projected "all out" aid to Britain by the United States.

The question of France is also reported to be on the agenda.

Pressure On France

Observers noted that the reported meeting is being held on the eve of President Roosevelt's inauguration, and special significance therefore is attached to the conference.

Diplomatic observers expect quick Italo-German pressure on France, possibly designed to obtain Axis use of French naval bases and ships.

A German drive through Spain against Gibraltar and a Nazi push through the Balkans against Greece, risking war with Turkey, are also considered possibilities in the near future.—International News Service.

Not Officially Confirmed

Reports originating in Rome press circles that Hitler and Mussolini were to meet in Germany yesterday or to-day are not confirmed in either Axis capital but political observers in Zurich regard an early renewal of the Dictator's conversations as probable in view of the changed situation in the Mediterranean after the sweeping British and Greek victories.

Extent of additional help from Germany to her battered ally will doubtless form the basis of the discussions. — Reuter.

demanded that a representative from the Hong Kong Government be sent to negotiate for their release.

A message was sent to the Shataukok Police Station and eventually, following representations by the Hong Kong Government, the three were released at 1.30 a.m. to-day none the worse for their experience.

Greek Torpedo Feat

More details have come through of the sinking of a large Italian transport, the Sardinia, by the Greek submarine Proteus, which has not yet returned to port.

Italian prisoners from other ships in the convoy say that the Sardinia was sunk off Valona and that very few of the hundreds of Italian troops on board her were saved.

Other Italian prisoners are reported to have said that the port of Valona has been rendered useless for large-scale landings as a result of repeated R. A. F. and Greek Air Force bombing attacks.

An Athens report says that very few Italian aeroplanes are actually in Albania now, and that those which are there have come from Southern Italy during the past few weeks.

Norwegians in the province must not be out of doors after 8 p.m.

The Germans also announce that anyone caught committing an act of sabotage will be shot.

SABOTAGE IN NORWAY

ACTS OF SABOTAGE IN THE NORWEGIAN PROVINCE OF WEST OSTLAND HAVE GROWN SO FREQUENT THAT THE GERMAN AUTHORITIES HAVE NOW ANNOUNCED DRASTIC PENALTIES.

A fine of £4,000 is imposed on the province itself and all meetings are forbidden for two months.

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PLEADING GUILTY TO EXPORTING 75 BAGS OF RICE ON BOARD A TRADING JUNK, NO. T3100H, WITHOUT A PERMIT FROM THE FOOD CONTROLLER, WONG PUI, 20, JUNK FOKI, WAS FINED \$500 BY MR. E. HIMSWORTH.

Sergeant Galvin, prosecuting, said the junk was searched in Quarry Bay and 75 bags of rice, valued at \$1,600, were found on board. Accused, who was in

charge of the junk, admitted he was taking the rice to San Mei. The junk, with the rice, were ordered to be detained until the master paid the fine.

Leung Chin 30, junk foki, of boat No. 2864V, was remanded when charged with moving 70 bags of rice, valued at \$1,670, on board his junk without a permit from the Food Controller on Friday.

Accused, who is on \$500 bail, will, said Sergeant Galvin, be defended by Mr. C. A. S. Russ.

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Protracted Bombardment Of Town

(SPECIAL TO "CHINA MAIL")

IT WAS REVEALED in Cairo that R.A.F. bombers dealt flaming destruction in the encircled Italian port of Tobruk and other Fascist African bases while howling desert sandstorms brought land operations to a virtual standstill.

Battling treacherous head winds and air pockets to reach their objectives R.A.F. squadrons delivered a protracted bombardment of Tobruk, igniting two big fires and causing eleven violent explosions.

Other bombers raided the formidable coastal stronghold of Derna where "a large number of bombs was dropped on army barracks."

Simultaneously Italian bombers raided British airfields near Tel Aviv, Palestine, and the Suez Canal.

Two raid alarms were sounded in Cairo and Alexandria but no bombs were dropped. — International News Service.

Huge Fire

Tobruk, against which the R.A.F. resumed the air offensive on Thursday night, was again raided on Friday night.

A huge fire, states an R.A.F. communique issued in Cairo yesterday, was caused near petrol dumps. Other damage could not be observed owing to weather conditions but all bombs fell well in the target area.

One Italian bomber was shot down by an Australian squadron. R.A.F. operations in Italian East Africa the same night included the bombing of a large

MALTA HARBOUR BOMBED

The Near East war, in which German dive-bombers and British troops shared the limelight, continued to hold attention yesterday as bad weather drew a screen over the war in the West.

The German air force, seeking to aid Italy by gaining control over central Mediterranean waters, made another attack on the British naval base at Malta yesterday, according to Berlin reports.

No account of the raid has been received from Malta direct but apparently the Germans switched the attack back to the harbour, after bombing R.A.F. aerodromes on Saturday.

German dive-bombers are now being protected by German and Italian fighters and the Germans admit losing three more aircraft to R.A.F. fighters who, although outnumbered, shot down six in combat on Saturday, making a total of at least 11 since Thursday. — Reuter.

SWASTIKA TORN DOWN IN SAN FRANCISCO

Police answered "riot calls" when several youths ripped the swastika from the flagstaff of the German consulate in San Francisco yesterday while a crowd of several thousand blocked the street outside the consulate. The flag was unfurled to celebrate the foundation of the Reich in 1871.

Earlier there had been a demand either that the swastika be removed or that the consulate fly the Stars and Stripes alongside. — Reuter.



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Fresh Successes For General Wavell's Forces

Italian Troops "On The Run"

FRESH SUCCESSES for the British forces in Africa were announced in Cairo yesterday with the re-occupation of the strongly defended post of Kassala, on the border of the Anglo-Egyptian Sudan and Italian Eritrea, and the pursuit of Italian troops "on the run."

A communique states: "Our troops have re-occupied Kassala. By intensive patrols over a period of a week our troops, at low cost to themselves, have inflicted daily casualties on the enemy, who has been forced to evacuate strongly defended positions in and around Kassala."

"Italian troops all along this front are retreating, pursued and harassed by our mobile detachments."

British pressure on the borders of Abyssinia — inside which Abyssinian patriots are active — continues with "active patrolling in the Metamma region and Gallabat."

No Change In Libya

It is officially stated there is no change in the situation in Libya and nothing of importance to report in Kenya.

The Italians occupied Kassala, which actually lies 18 miles north of the Eritrean frontier, in July last.

Since November operations by British and Indian troops have been taking place in the hills north-east of Kassala, with a view to threatening the right flank of the Italian force holding Kassala. — *Reuter*.

BRAVERY OF A TANK N.C.O.

THE RESOURCES and courage of British troops in the Western Desert campaign is well illustrated by the remarkable story of a Corporal of the Royal Tank Regiment, who has just been awarded the Military Medal.

He was in command of a light tank during the attack on Capuzzo and did not retire with the rest because the driver had not received the order to withdraw.

COLONY ARP POSTS COMPETE

Under A.R.P. Training Officer M. L. Bevan, a very successful Inter-post Sector Exercise Competition was held in District "B" of the Tsimshatsui Division yesterday morning.

The Competition started at 9.30 a.m. and was not completed until 11.15 a.m., some 26 Warden's participating.

A.R.P. Post No. 20 won the competition.

In the course of the exercise the competitors had to deal with high explosive and gas bombs. All together there were eight "Incidents" staged at different spots in

Hilphong Road, Lock Road, Ashley Road, Canton Road, Hankow Road, and Peking Road.

The tank was struck by a small shell, the driver being knocked unconscious and the gunners dazed.

The corporal revived the gunners and ordered him to drive on, although the tank was then under fire from enemy guns on three sides.

Although picked out by a searchlight, the corporal got out, cut through the wire, and cleared a path through which the tank could pass. They then re-joined their patrol.

Among other awards is a Military Cross to a Second Lieutenant.

In two attacks on enemy aerodromes he captured two aeroplanes and destroyed another.

CHAPLIN GOES DOWN WELL

Charlie Chaplin's new film, "The Dictator," has had a very enthusiastic reception at its first showing in Uruguay, says a Montevideo message.

Near the end, when Charlie makes a speech in favour of democracy, the large and enthusiastic audience threatened seven Fascist sympathisers who tried to demonstrate.

The Fascists were later arrested and detained by the police, in spite of an attempt at intervention by the Italian Minister.

The press of Buenos Aires and Montevideo gives unanimous praise to the democratic nature of the film and its significance to the present time.

One paper calls it "extremely heartening."

Another paper, in a review three columns long, says:

"Chaplin is defending the imperilled but imperishable ideal of fraternity among men."

KENNEDY WANTS AID TO BRITAIN

BROADCASTING from New York, Mr. Joseph Kennedy, former Ambassador to Britain, said he advocated the utmost aid for Britain but this must not go to a point where war would become inevitable.

If, after the resources of Britain were used up, he would prefer assistance given by outright gifts.

Mr. Kennedy added: "Many Americans fear Hitler will declare war on the United States if aid to Britain continues but to declare war is outmoded in these days of unbridled force."

"Hitler would declare war on the United States only when he thought such action in his best interests, for the United States has certainly committed acts sufficiently unneutral to justify a less despotic tyrant than Hitler declaring war."

Nazi Paganism

"It is not surprising that the American people desire Hitler's defeat, for he has attempted the decivilisation of the world in the name of Nazi pagan philosophy."

Mr. Kennedy declared that after the retreat from Dunkirk and the fall of France the English defences were in a deplorable condition but in spite of such handicaps and in spite of the fact that the conquest of the British Isles would have given Hitler domination of Europe, the Germans had never been able to secure a foothold on that island. — *Reuter*.

H.K. IMMIGRATION PROVISIONS

(SPECIAL TO "CHINA MAIL")

IT WAS DISCLOSED BY MR. R. A. D. FORREST, IMMIGRATION OFFICER, THAT NOT ONLY CHINESE, BUT BRITISH SUBJECTS, IRRESPECTIVE OF RACE, MAY APPLY FOR IMMIGRATION CERTIFICATES.

"There are many British subjects of Portuguese, Indian and other races in Hong Kong who do not possess passports," said Mr. Forrest.

If necessary, these people may apply for certificates through the authorised channels. These also may be replaced by paying the fee charged for the originals.

CHURCHILL A GREAT REVOLUTIONARY

The Indian Labour leader, Mr. M. N. Roy, addressing the Anti-Fascist Conference at Calcutta yesterday, said: "We must throw in our forces at the side of Britain because she is fighting for our interest."

Mr. Churchill, guiding the front rank of fighters against the bulwark of world reaction, is a greater revolutionary force than all Congress leaders, Right and Left, put together, who are only obstructing that fight." — *Reuter*.

(Continued from Next Col.)

The Maharaja of Patiala, in a message to the conference, said: "We must implement last August's pledge to the British Commonwealth to support the fight for human progress, and realising it is our religious duty, we must carry out our pledged word to those who are fighting for ideals identical to ours." — *Reuter*.

SIKHS RALLY TO BRITAIN

A meeting of Sikh leaders from all over the Punjab, among whom were several members of the Shiromani Akalidal, at Lahore yesterday passed a resolution to form a Khalsa (Sikh) Defence of India League to maximise the Sikh effort for the defence of India and to ensure the victory of Britain.

The Maharaja of Patiala will be patron and general president of the League while Sardar Raghbir Singh of Amritsar was unanimously elected president.

The meeting issued a clarion call to every Sikh to enlist in the army, navy or air force and so support Britain to the utmost of Sikh manpower and also to maintain the Khalsa tradition of unswerving devotion to duty and strict discipline and determination to win.

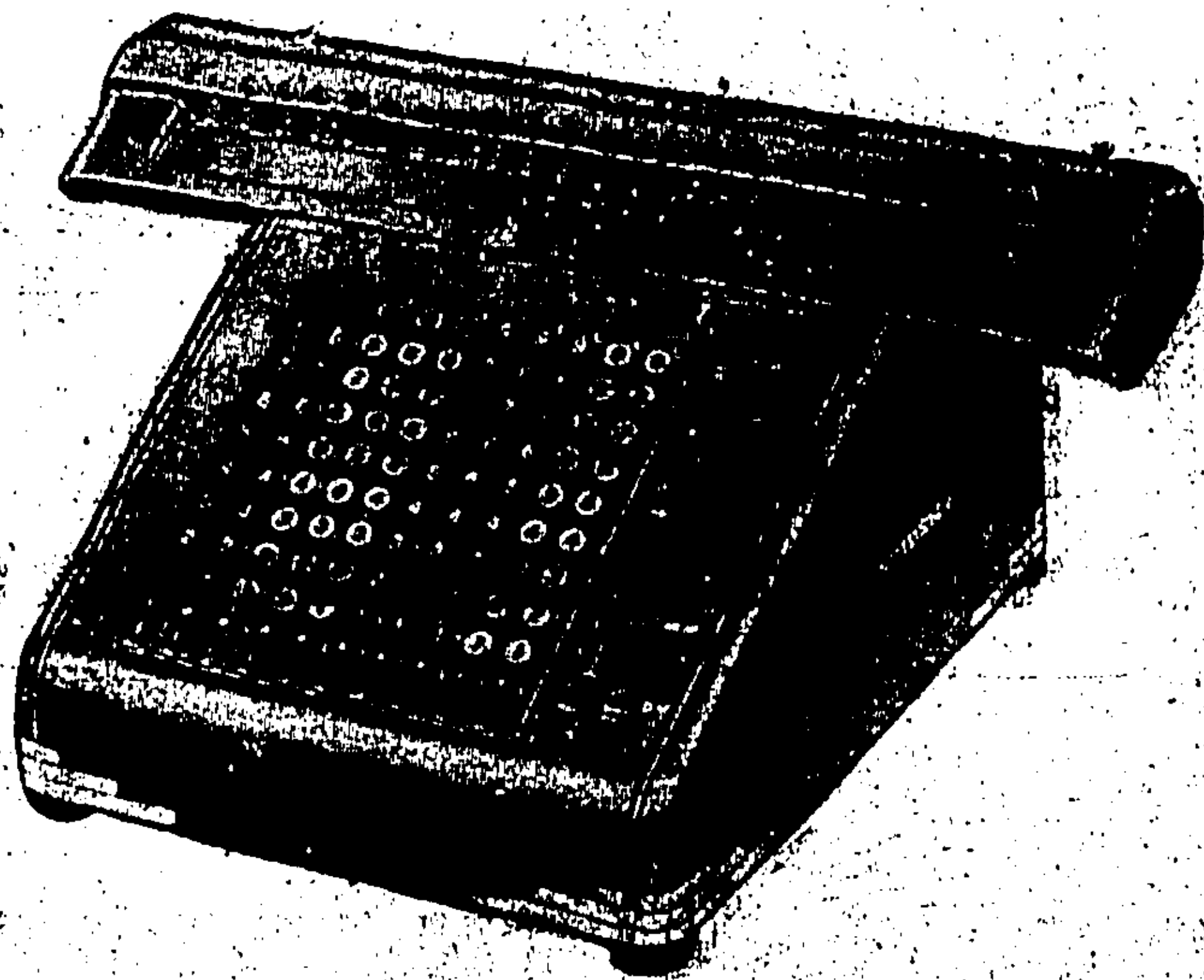
Religious Duty

It also congratulated Sikhs for heroism on the Libyan front and resolved to effectuate the above decisions.

(Continued at foot of preceding Col.)

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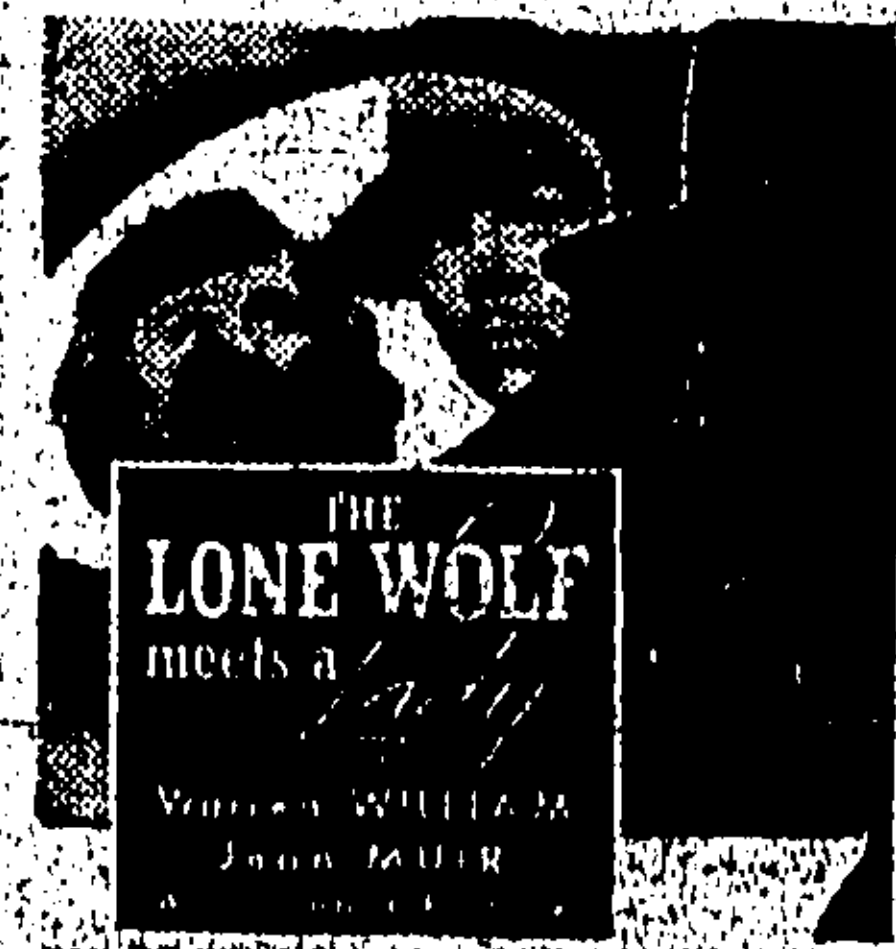
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LUFTWAFFE FORCED TO CHANGE ITS TACTICS

(By Reuter's Air Correspondent)

R.A.F. AND THE Fleet Air Arm opposition to the German air threat in the Mediterranean has forced the Luftwaffe in the short space of eight days to change its tactics.

German fighters are now in action, and besides Stuka dive-bombers other bombers are also operating; these changes are revealed by the Axis High Command's own version of the joint air operations.

For example: on January 10 German 87 dive-bombers were accompanied by Italian torpedo bombers in the attack on a British convoy in the Sicilian Channel.

On January 15 and 16 heavy raids on Malta were made by Junkers 88 as well as 87 dive-bombers, which were accompanied by Italian fighters.

On January 17 single German bombers (presumably long-range types) attacked targets in the Suez Canal Zone by night.

An Old Plan

On January 18 German dive-bombers and other bombers again attacked Malta, and this time German as well as Italian fighters escorted the raiders.

Objectives in the last raid on Malta were R.A.F. aerodromes. This plan of attack follows that adopted by the Luftwaffe over England last summer, after British fighters had forced German dive-bombers to abandon attacks on convoys in the English Channel.

Hurricane fighters shot down five German dive-bombers at Malta on Saturday. Last Thursday they also destroyed five raiding aircraft while five others fell to anti-aircraft gunners.

R.A.F. Retaliation

In the initial blow at the British Mediterranean Fleet on January 10 the raiding formation were not escorted by fighters. As a result 12 planes were brought down, chiefly by Fleet Air Arm fighters, and three British warships were hit.

On Sunday night and again later in the week R.A.F. bombers heavily raided Catania airport in Sicily, one of the Nazi bases. Between 30 and 40 aircraft were destroyed or damaged in the first raid alone.

In two raids several hangars were damaged.

Chief Problem

Chief British problem in combating the German menace is the possession of sufficient land and shore-based fighters.

Already the Germans have had to bring into a service their own fighters to protect the Junkers 87's and to employ other bombers.—Reuter.

GERMAN RAID ON MALTA

DAMAGE TO R.A.F. PROPERTY IN THE GERMAN AIR RAID ON MALTA ON SATURDAY WAS NOT OF A SERIOUS NATURE, STATES AN R.A.F. COMMUNIQUE ISSUED IN CAIRO.

British fighters, which intercepted a large raiding force were greatly outnumbered. Nevertheless they shot down six raiders and badly damaged a number of others.

As announced in Malta, two British fighters were lost but one pilot was saved. The German aircraft were Junkers 87 and 88 bombers.—Reuter.

PALESTINE HAS FIRST NIGHT RAID

The first night air raid on Palestine occurred in the early hours of Saturday morning in bright moonlight.

Two hostile planes dropped bombs on an open town in southern Palestine but no damage or casualties were caused.

This is the first raid on Palestine since Haifa was attacked by day on September 29, last year.—Reuter.

DELHI TRADE TALKS

It was learned in Rangoon yesterday that negotiations for a new Indo-Burma trade agreement are to start at New Delhi on February 1.

The Burma delegation will be led by the Premier.—Reuter.

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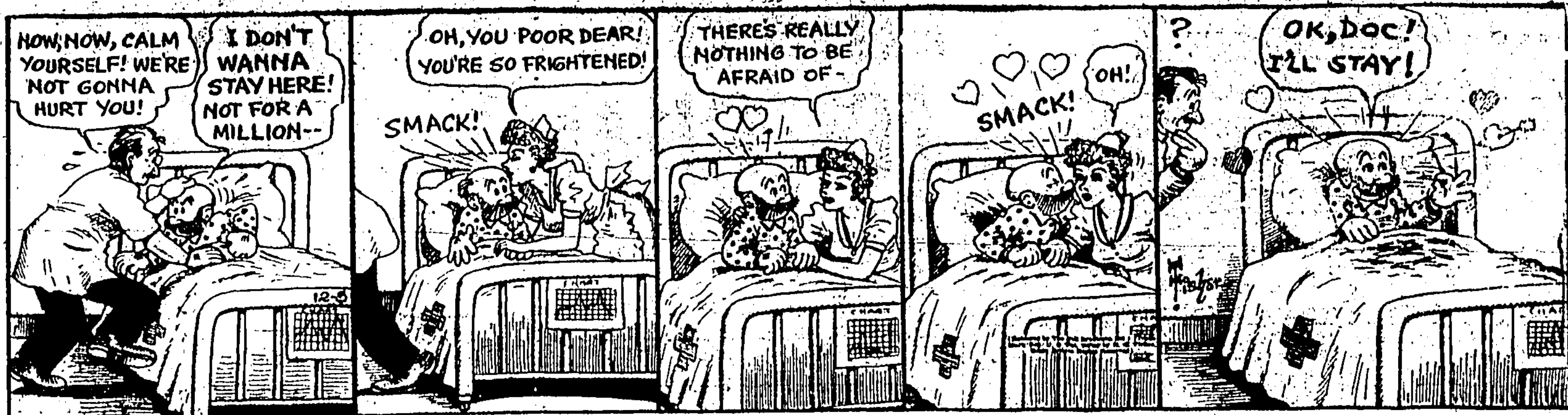
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MUTT AND JEFF

By BUD FISHER



RESEARCH STATION FOR N.T.

Government's plans to increase the productivity of the New Territories have now reached the stage where it is proposed to go ahead with the proposal to establish an Agricultural Research Station in the N.T.

The object is to conduct experiments with a view to improving local agriculture and animal husbandry, and so help to make the Colony less dependant on outside sources for its food supplies.

In a note concerning the inclusion of provision in the Estimates, Government states that if times were normal, it is possible that a grant from the Colonial Development Fund might be made available for this purpose; such a grant can hardly be expected in present circumstances but it is felt that the need for this Station is so pressing that funds should be provided from local sources if the financial position permits.

Accordingly a sum of \$150,000 is provided under Public Works Extraordinary for the erection and equipment of the Station buildings and since the Station will be under the general supervision of the Superintendent of the Botanical and Forestry Department, who has already been gazetted as Agricultural Adviser for the Co-

U.S. READY TO FREEZE CREDITS

PLANS TO FREEZE ALL FOREIGN ASSETS IN THE UNITED STATES NOW ONLY AWAIT THE SIGNATURE OF THE PRESIDENT, ACCORDING TO THE NEW YORK "TIMES" YESTERDAY.

The Order will stop the flow of German, Japanese and Italian funds in and out of the United States.

The newspaper adds that fear of the Order is responsible for the recent exodus of German money. —Reuter.

lony, provision has also been made for the personnel and maintenance of the Station.

European Officer

The Station will be in the direct charge of a European Agricultural Officer who, it is proposed, will be recruited from another Colony; the salary scale suggested for this post is that obtaining for similar posts in the African Colonies.

One of the most important problems of the moment is to what extent human nightsoil and other waste matters from the urban area can first be rendered harmless from the point of view of public health and then distributed to the farmers of the New Territories as fertiliser; the recent researches of Mr. G. S. Kennedy-Skipton have shown that this matter is worth pursuing and as a first step, on the recommendation of the Government's Agricultural Adviser, a sum of \$60,000 is provided for further practical experiments in this direction.

BELGIAN GIFT FOR AIRCRAFT

The Belgian Government's generosity in presenting through the Finance Minister, M. Camille Gutt, a cheque for £100,000 to the Minister of Aircraft Production, is recognised and warmly welcomed in the London press.

"It is all the more welcome for its complete spontaneity," says "The Times," which points out that the gift comes from a Government which is facing every sort of difficulty and knows the period of strain is far from ended.

Lord Beaverbrook, accepting the cheque, said the British public would welcome the generosity of the gift, an immense sum of money, and the extraordinary spirit of cordiality and support. It is understood the aircraft when possible will be flown by Belgian pilots. — British Wireless.

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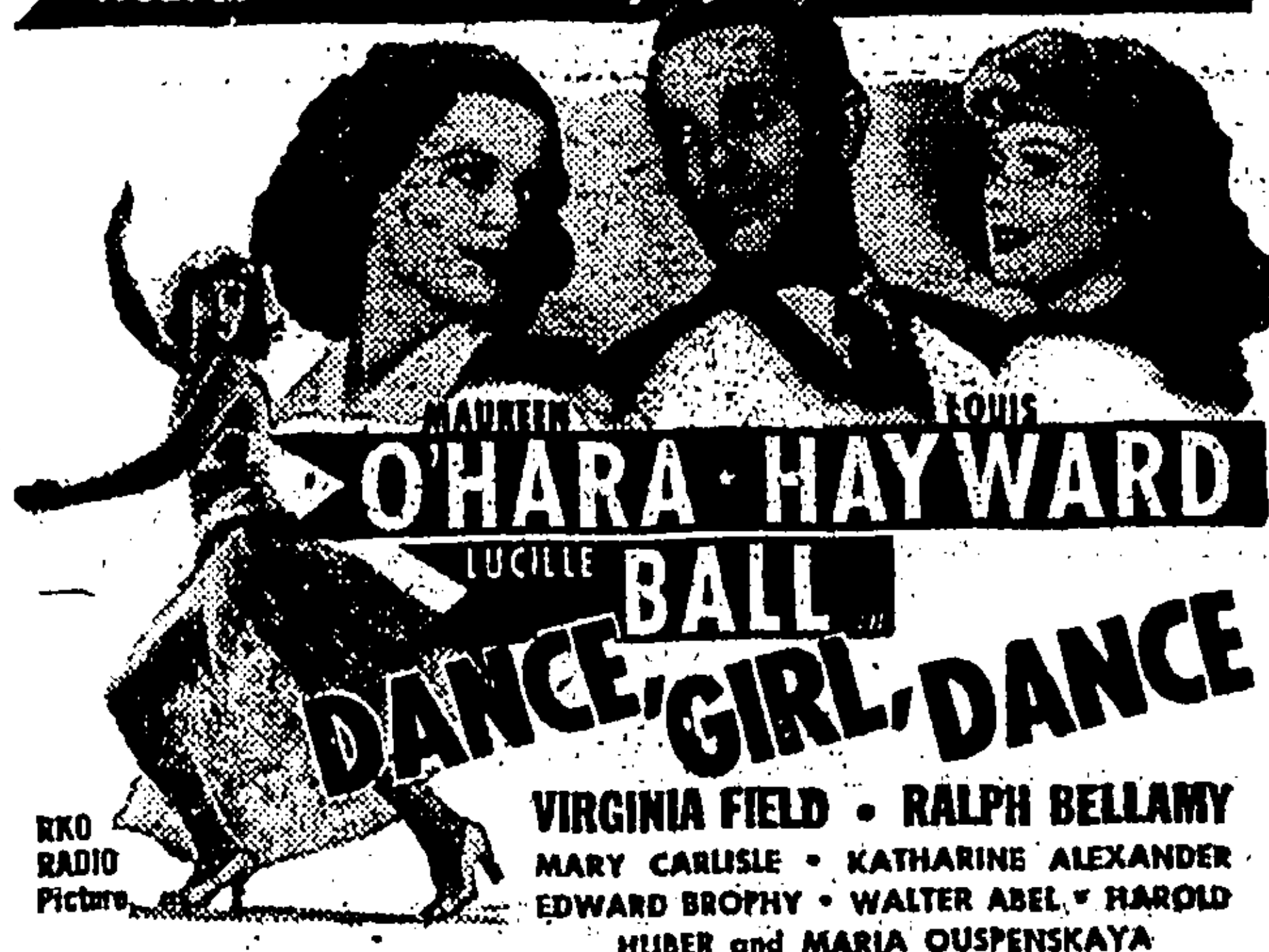
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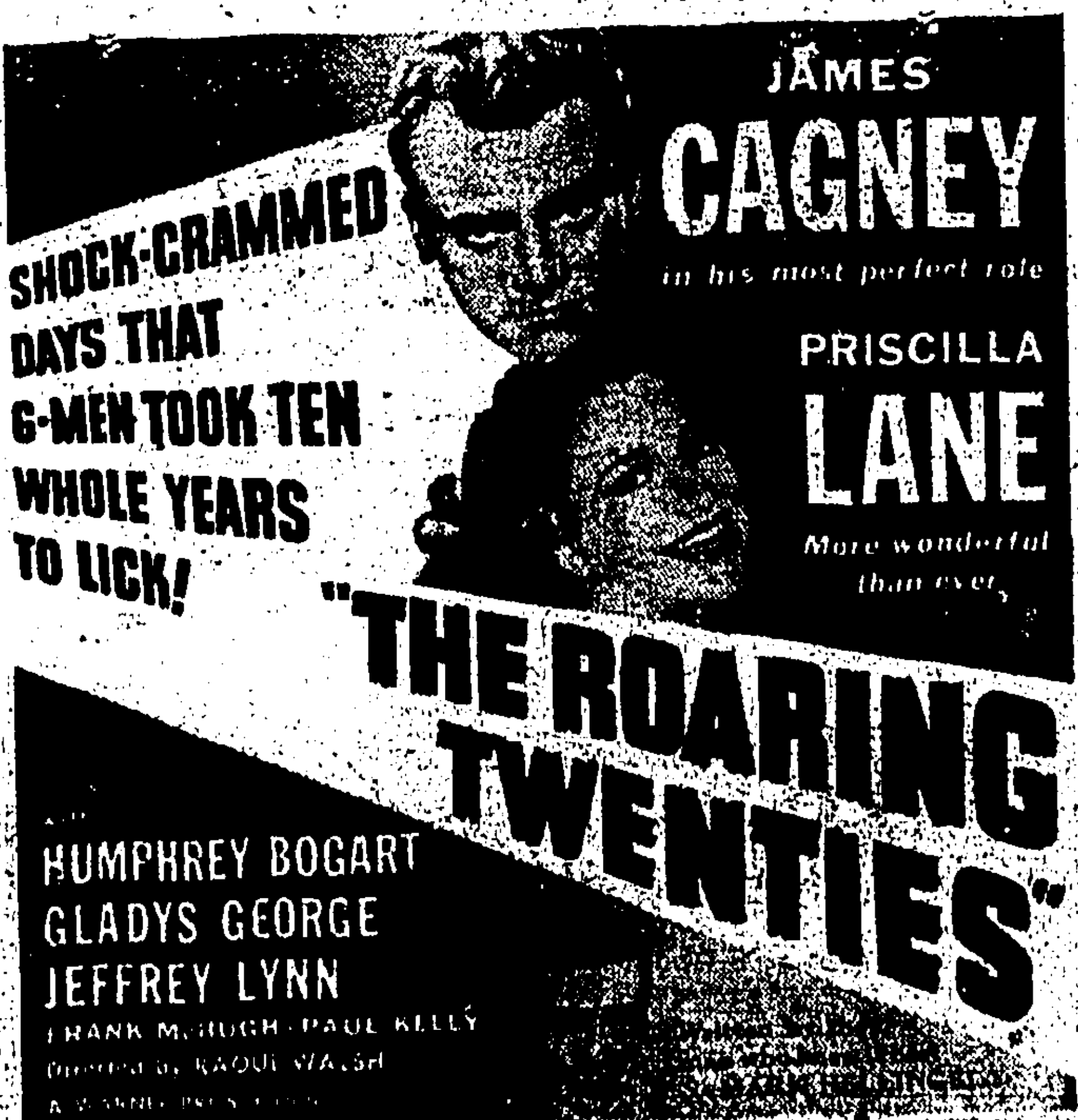
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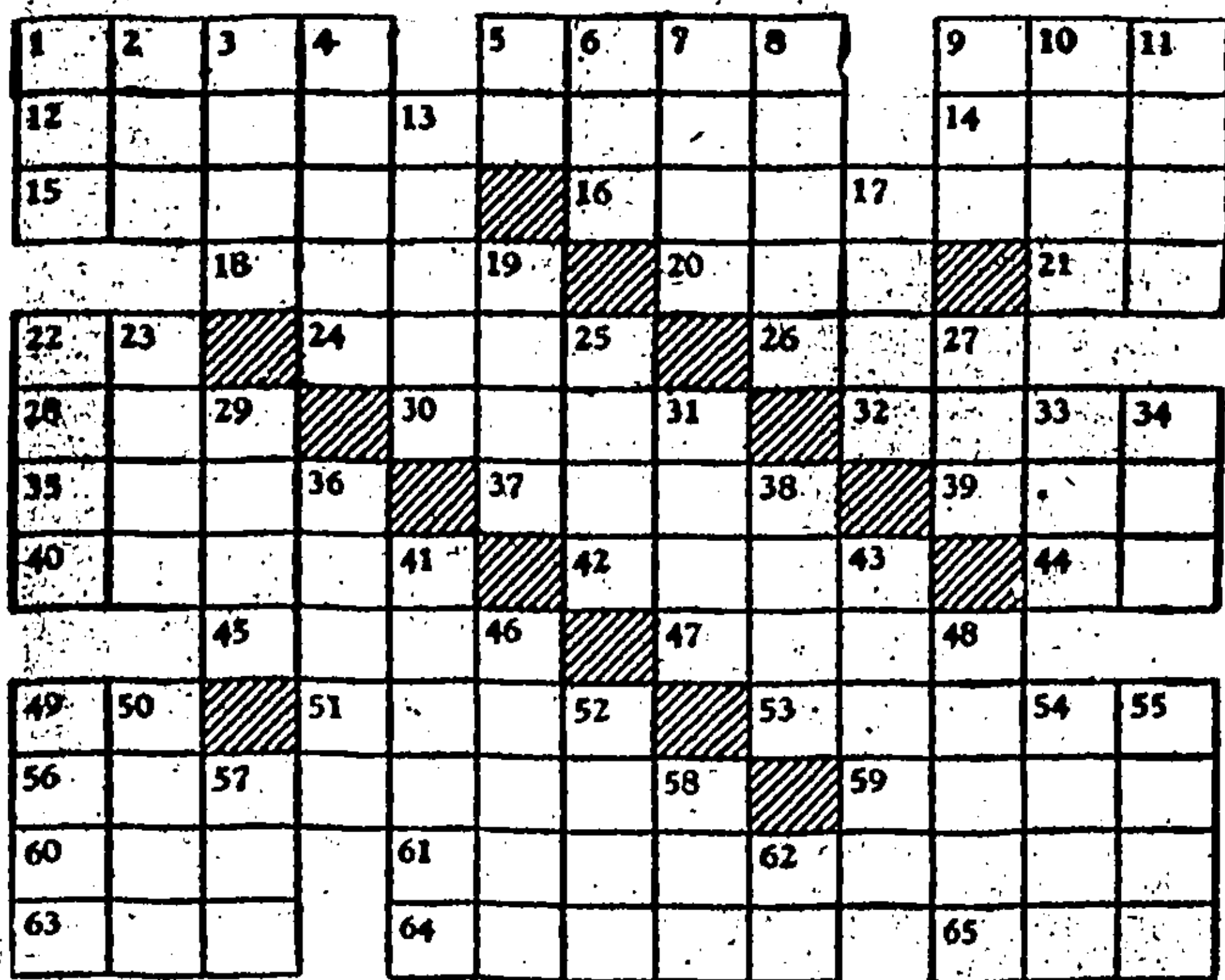
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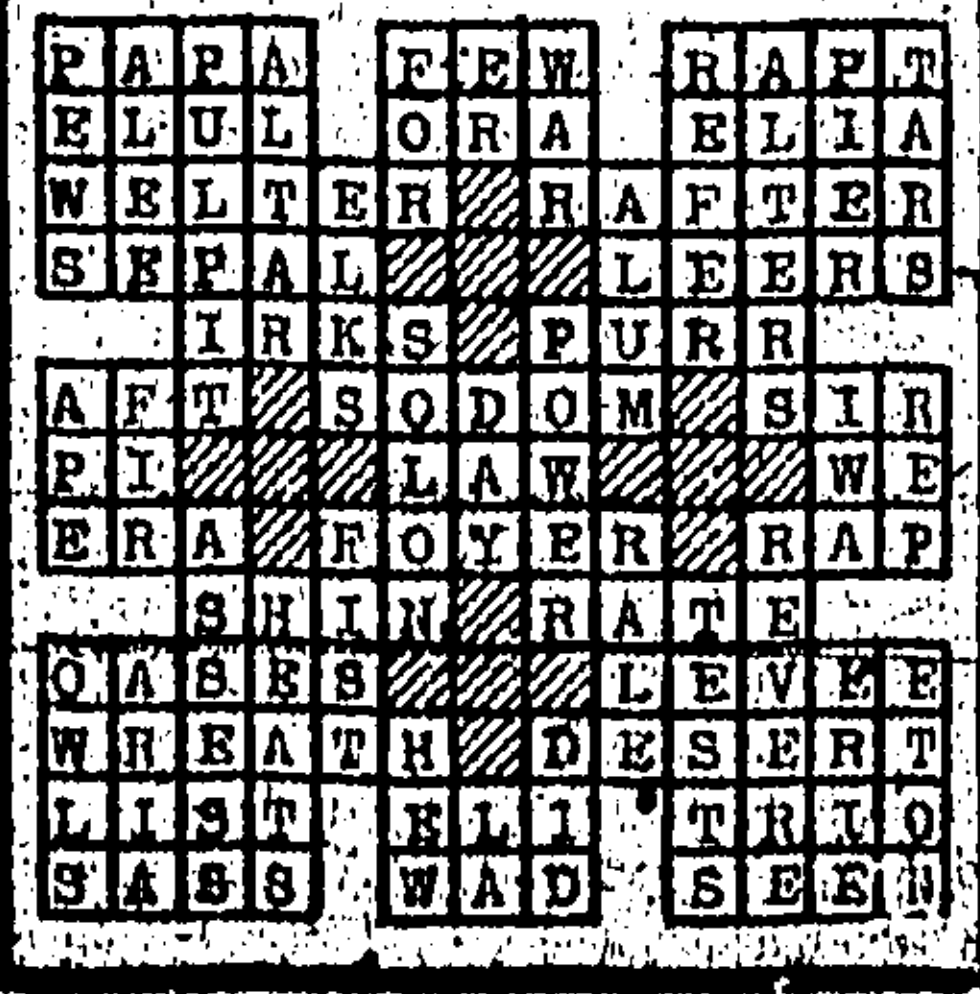
HORIZONTAL
1 To slide
5 Bacteriologist's wire
9 Silk worm
12 Future existence
14 To bring forth
15 Adolescence
16 Saintry
18 Title
20 Beetle
21 Note of scale
22 Colloquial: father
24 Page
26 End
28 Before
30 To let fall
32 Uncanny
35 Bound
37 Petitions
39 Mouth
40 The Destinies
42 Non-professional
44 Exile
46 Bridge term
47 Happy
49 While
51 Dash
53 Greek coins
56 European country

59 Ox of Celebes
60 Swiss canton
61 Collection of literary extracts
63 To make lace
64 Table-lands
65 Law: things

VERTICAL
1 Diffident
2 Sign of the Zodiac
3 City in Spain
4 Flower-leaf
5 From
6 Greek letter
7 To transmit

8 Plant disease
9 Elongated fish
10 Sora
11 Peruvian Indian
13 Turkish sultan
17 Great Lake
18 Hearing organs
22 Money
23 Plane surface
25 Vile
27 To caress
29 Erodes
31 Wampum
33 Brazilian coin
34 Affirmative
36 Biblical name
38 Storage-house for grain
41 Oriental salutation
43 Conspiracy
46 River in France
48 Giver
49 To border
50 Division of the Koran
52 Insect eggs
54 Theatre seat
55 Avers
57 Ignited
58 Sunk fence
62 Bone

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M.P.'S SHARP ATTACK ON THE ADMIRALTY

ON THE MOTION for the adjournment of the House of Commons Mr. Stokes (Soc.) raised matters concerning the sinking of the aircraft carrier H.M.S. Glorious during the withdrawal from Norway in June.

He said that if the captain's death was claimed as an excuse for not giving full publicity and having an investigation into the matter, his answer was that 1,200 gallant men went down at the same time, and their relatives had a right to know what happened.

He might have agreed three or four months ago that it was not in the public interest to discuss the matter, but what advantage could that be to the enemy now that it was a matter of history?

Which was more likely to impress the German High Command — an Admiralty afraid to face the facts, or which faced them with serene confidence?

Was the First Lord satisfied that the proper instructions, the best that could have been advised, were issued to the ship? Did the Admiralty know of the movement of ships which sank the Glorious? The Grand Fleet was within 800 miles of the accident. Did Sir Charles Forbes (then Commander-in-Chief of the Home Fleet) know of the movement of the Glorious, and was his position such as to give it aid?

"Gestapo Methods"

The most tragic part was, he understood, that from the three ships sunk there were only 39 survivors. It had been reported that 1,000 men were on rafts for three nights and two days. He got into touch with one of the survivors and asked to meet him, when he had a telegram saying, "Regret unable to meet you. Admiralty instruction." (Cries of "Oh!")

"It seems to me very wrong," he said. (Cheers.) "I shall oppose Gestapo methods wherever they are."

Mr. Alexander, First Lord of the Admiralty intervening, asked for particulars.

Mr. Stokes said that if he had an assurance that the person concerned would not get into trouble he would show Mr. Alexander the telegram.

Mr. Alexander said he certainly undertook that at all times when such a matter was raised in the House by a member there would be no penalty for the other person referred to.

Mr. Stokes said that in view of that assurance he would give Mr. Alexander the particulars, but first

he must have the permission of the man.

"Victimised" For Criticism

Cmdr. Bower (Cons.) said he had just returned from three months at sea engaged on convoy work. Before that he was naval liaison officer to the Commander-in-Chief of the R.A.F. Coastal Command, in constant, almost daily, touch with the Operations Staff of the Admiralty, and he could confirm everything Mr. Stokes had said.

In the early part of June, he said, he was approached by a large number of officers on the Operation Staff of the Admiralty, not silly young officers, but men between 40 and 50 holding responsible positions, and he could assure the House that at that time there was very grave disquiet not only at the episode now being discussed but at the whole conduct of naval operations from the point of view of the higher command in Norway.

"I shall disclose nothing which could assist the enemy. Five months have elapsed since this not inconsiderable disaster took place," he said. "Considerations of secrecy are no longer operative, except for one reason, and that is to conceal the deficiencies of high officers."

Officers' Request

Officers, he continued, approached him, some individually and some collectively, with a definite request to raise the matter on the floor of the House of Commons.

"I think the House will agree I adopted a perfectly right attitude in refusing, because it was quite indefensible for me, as a serving officer, to bring information I received in the course of my duties, to the House, but I am not so sure now that I was right."

Instead, continued Commander Bower, he promised to see the First Lord, but it happened that he had gone to Bordeaux, so he (Commander Bower) wrote him a letter in which he pointed out the grave concern felt among the officers he had mentioned.

"The facts were," said Commander Bower, "that the evacuation of Narvik was considered, for reasons hitherto undisclosed, to be of such a secret nature that none but the highest officers were informed that it was to take place."

"Naturally such an operation in normal circumstances would involve the closest cooperation between the Admiralty, R.A.F. Coastal Command, Vice-Admiral Submarines and other high officers, but such cooperation never took place. I can give my word for it for I was in the Coastal Command at the time, and we knew nothing about it."

Director Did Not Know

"This ship was sunk, these lives were lost, and even such a highly-placed officer as the Director of Operations at the Admiralty knew nothing about it," he added. "I wrote this letter to the First Lord of the Admiralty."

Mr. Alexander: Will you tell me what the Director of Operations knew nothing about?

Cmdr. Bower: I am prepared to tell the First Lord that the Director of Operations was not in-

formed, according to what he told me, fully as to what was happening in connection with the evacuation of Narvik. Certain it is that the Operations Staff, Coastal Command, R.A.F., of which I was a member, did not know, and junior officers of the Operations Staff of the Admiralty, whose duty it would have been to provide the plans, did not know either.

"I know that what has been described as Gestapo methods have been applied to those officers since, as indeed they have been applied to me. Those officers have their careers to think of and I have not, and I can speak openly."

First Lord's Attitude

"Well, I wrote that letter to the First Lord, and, far from realising that I had acted with discretion and forbearance, he sent for me and told me he took the gravest exception to that letter."

"I protested and said that as a member of Parliament I had an absolute privilege to write such a letter whether I was a serving officer or not. The First Lord protested against that, and said it was not so. We argued for a bit. He then became very friendly and said, 'This has put me in a very difficult position vis-a-vis the First Sea Lord.'"

"I asked why, and he admitted he had shown my letter to the First Sea Lord. I do not think it was a proper proceeding for a Minister to show someone else a letter written by a member of Parliament."

The First Lord then said, 'This has put me in a very awkward position. Naturally, those fellows don't like having you at Coastal Command, with access to the board-room of the Admiralty. Will you accept another appointment?'

"I replied, 'Certainly,' and he said 'I would like you to accept an appointment at sea.' At that time we were faced with imminent invasion. He offered me an appointment and, acting on his description of that appointment, which subsequently turned out to be what I can only describe as a false prospectus, I accepted."

Inferior Command

"He asked me whether I would go first to do an anti-submarine course; I went and when I got there I found that a lot of my naval friends, hearing that I was appointed to a corvette, asked 'Why are you going to this inferior command?' I said, 'No, the First Sea Lord has promised it would be fully as good as my present appointment.'"

"I then came back to the anti-submarine department of the Admiralty and found the same thing. Officers asked, 'Why are you going to a command of this description?' These ships are to be commanded by lieutenant-commanders R.N.R. and R.N.V.R."

"This upset me, and I had another interview with the First Lord, who assured me he had all my interests at heart and in no way was I being victimised; and not until I got to my command did I discover that what the First Lord had said was entirely wrong and what my friends had said was right."

"In other words, a member of Parliament was deliberately victimised for expressing certain opinions, which in my view he had a perfect right to express about the conduct of these operations."

"I have no desire to raise a personal issue, as I have no personal grievance. At all times I was free to come back to my Parliamentary duties."

Disquiet in Navy

"The point is that there was, and still is, on the Naval Staff and throughout the Navy, grave disquiet as to the conduct of these operations. One of the people much criticised in the Navy has gone — the late Commander-in-Chief of the Home Fleet — I will say nothing about him."

"At the present moment there is grave disquiet about the Board of the Admiralty as a whole. There are on the board men of great

(Continued on Page 13)

CHINA MAIL
WINDSOR HOUSE

THE SOVIET-GERMAN PACT

The German-Soviet pact, signed on January 10, in Moscow, which has been described as "an answer to President Roosevelt's aid to Britain plans," will not, it is considered, alter the former economic treaty existing between the two countries to any important extent. The signing of the pact may sound impressive on paper, but it is generally believed to be of a supplementary nature rather than an expression of an intensification of warmth in the relations between the two countries. It is, of course, impossible to give an exact estimate until a detailed study of the text has been made, but no fear is entertained that the present economic situation of Germany will be greatly improved thereby. In view of the blockade, the British authorities are naturally intensely interested in all possible routes of supply for Germany and for this reason, when the announcement of the treaty was first made with the usual accompanying fanfare from Berlin, to the effect that a new and far reaching trade pact had been signed, some attention was directed to it.

The German radio and press, in an effort to clothe the event with importance spoke of it as a definite blow to Britain, but this appears to be as usual grossly exaggerated. The Chinese press, which is usually well-informed on these matters, remarked that from a practical point of view very little benefit would accrue from it. The reasons given are, firstly, the Soviet harvest last year was a bad one, and, secondly, Germany must pay in cash for all purchases made. It was also contended that as the Russian policy is to conclude similar pacts with any country, belligerent or otherwise, the recent pact does not indicate that Nazism as a policy, is so dear to the Soviet heart that it must have preferential treatment. In fact, the Chinese press considers Germany has secured nothing more than a barter agreement which bristles with difficulties at the outset.

The German announcement that the agreement is a direct blow to Mr. Winston Churchill by facilitating trade activity on a wider scale than was possible under the former German-Soviet pact receives little credence in London. It is not so much the willingness of the

UNDER the stars the estuary shines silver, like a sword pointing to the heart of England. Danish longships rode its waters a thousand years ago. From its beaches they ravaged and burnt. At its head, where the sweet water joins the salt, Alfred and his Englishmen overthrew them. It was one of those great battles of his turbulent times immortalised in the oldest saga in the English language.

To-day that river of the Danes is a highway for less noble pirates. Night after night the Nazi bombers roar up the estuary, high and sinister shapes droning through the moon-wrack of the clouds. Far off the guns of London thud and throb. Above the marshes by the sea searchlights pattern the sky with the fantastically beautiful geometry of war.



Simply Jettisoned

Before dawn breaks in a wash of flat green above the sea the bombers return. The barrage has beaten them. London has sent them back, their wings riddled; and as their bombs have not all been dropped we get them.

There is no military objective within 10 miles. No ship of war is upon the water. Old lighters swing at their anchors in the fairway. "fore-out" hulks. Sloops stick sideways in the mud-traps for any enemy seaplane which might attempt to land on these lonely waters.

Last week the local Blitz started in earnest. London's barbed-wire fence of gunfire sent us London's leavings—landmines, bombs and machine-gun fire.

Bombers Over The Marshes

Defiance of East Anglia Fishermen Whose Forebears Saw the Danish Invader Routed

By J. Wentworth Day

Three nights ago, under the stars, I picked my way catlike between spars and anchors, dinghies tipped sideways, and cables spread like man-traps. Ten o'clock and time to turn in-board the dark little ship.

"Halt! Who goes there?" From the half-dark three forms loomed. A rifle was poked in my stomach. Identity card and naval pass were scrutinised.

"They dropped a heavy one last night, sir," said the sentry. "Eight feet long, they say—up back of the town. There's another by Summerleat Farm and two more over at Dunder Norton. All delayed action, too."



Blown Up In Smack

I went aboard. The tiny cabin was warmly afloat. Alf, blue-jerseyed, brown-faced, tobacco-toothed, was making tea in the kettle, black and strong. The little stove glowed. It lit with the warmth of a Flemish interior the

pile of nets by the fishhold hatch and the long grey barrel of the spare gun on the floor.

"Bert Woodrope was blown up by a moine s'mornin'," Alf remarked calmly, stirring the kettleful with a fork.

"Killed?" I asked.

"Naow! Only scart. He got a wet jacket an' a belly full o' salt water, but he's none the wuss o' that. Smack's gorn, though."

"Where did this happen?"

"Off o' spit. Runnin' wi' the wind they was, goin' a fishin' on the Main when all of a sudden up she blew! Blowed the bows clean off. Bert say the bowsprit come right back double on itself and very nigh swiped him off the starn."

"Him and 'is dad tuk a lep into the dinghy but they ha'n't cut the painter, silly fules, an' down she went an' dragged 'er under with all o' the buh' on 'em in fourteen foot a water."

"But lor! You wunt drown they tew. Take more'n an owd Jerry to do that. They clumb up

the leach o' the sail an' got atop the mast, and there they set like a pair o' owd cormorants till I tuk 'em off. Larf? I very nigh bust! But they're off agin tomorrow mornin' in another boat."

There is the plain tale of the typical smackmen, unarmed, who trawl from dawn each day, six miles out amid the perils of the sea, and back again at dusk.

Next morning, at 6 a.m., Alf and I weighed anchor. We stood off down the estuary in the pale light of newborn day. The drone of engines filled the sky like bees. Suddenly, somewhere in the half-light, there came the sinister scream of a bomb. A shattering explosion, a mountain of water which tossed the smack like a cork, a terrific blast of wind shuddering through the rigging. Another and another.

We picked ourselves up from the lee rail, lucky not to have gone overboard.

The sky was alive with screaming gulls and fighting duck. Curlew yelled like banshees. Dogs barked at distant farms. Far ahead the bomber, baffled by London, droned out to sea, to Germany.

"Come on arter they fish! He'll ha' killed a cartload!"



After The Fish

We tumbled into the dinghy, rowed downstream. The first bomb had fallen a hundred yards away. The other two had hit the mud, gashing great craters in its glistening surface.

On the tide drifted fish of all sorts, belly upwards, silver in the half-light. Bass, those brilliant fighters of salt water; plaice, sole, flounders; garfish with their long bony beaks; roker (as we call skate) and bull-routs, those nightmare fish with the goggle eyes and horrible mouths—all floating dead or stunned. Swiftly we scooped them in with long-handled nets. In half an hour we had filled the big dinghy knee-deep. Hundreds floated away.

Yet another side of the picture. That night I went ashore to the waterside inn. Bomb-disposal squads had arrived—one of naval men, the other Sappers. They met in the bar.

A small ginger-haired A.B., Cockney to the ultimate hair of his quiff, poked an aggressive chin in the face of a Sapper and demanded, truculently:

"Wat the 'ell are you sappers doin' 'ere? Fink we can't manage a mine or two wi'vatt the Army polkin' its nose in? Any'ow, 'oos mine is it? We was 'ere 12' hours ahead o' you."



London For Danger

The landlord blandly offered him all the local mines free and carriage paid, with a V.C. thrown in—but no quarrelling.

"Yus, guv'nor," said the Cockney, "but see 'ere. This is a specialist's job. I'm a specialist. So's me mates. We 'andle all the mines 'erind 'ere wi'vatt the Army buttin' in."

"Danger? That aint dangerous once you knows the works. Danger? If you want danger, go up ter London, I 'ad 24 hours' leave last week—yes, sir, an' no fanks for it agin. Bliss o' old iron flyin' about like coconuts at a fair. I'd sooner stop dahn 'ere in the country where it's quiet."

We discussed invasion possibilities. There entered Gunner Gurtin, white-bearded, 75, king of the wild-fowlers.

"What will you do, Gunner, if the Germans come?" I asked.

"Du! Wat'll I do, marster? I'll tell you what I hev done. I've loaded my owd punt gun, nine foot long, with a pound o' swan shot as big as doctor's pills, and I reckon if them buggers cum up our river I 'ont 'arf warm their jackets for 'em. I'll tiddle 'em up."

That is the spirit of the estuary folk, as it was when the Danes came, as it always will be.

Battleship v. 'Plane

THE precise answer to the most dramatic of the present war's problems—the superiority of the bombing aeroplane over the battleship or vice versa—is still hidden in the smoke of sea warfare.

One thing, is, however, certain, sea power is facing its most difficult and important test, and on its outcome will depend the direction of armaments and strategy not only in this war but also those of the distant future.

To describe a fight between bombers and destroyers takes longer in the telling than in the action; it is sporadic, intense, sudden war waged relentlessly, repeatedly. A tense and dramatic account from the pen of H. W. Baldwin appeared recently in the *New York Times Magazine*. The fight took place off the Norwegian coast.

The lookouts behind the weather screens on the destroyer stare unceasingly, faces creased from long vigil, at sea and sky. Time was when the white feather of a periscope and the wake of a torpedo were the only intimations of danger, but now a black dot in the sun glare may mean disaster.

The crew is at its battle stations, as the destroyer—pounding in the seaway—eases warily in towards the rock-bound coast. Splinter mats are up, and the exposed gun crews wear steel helmets—strange sight for sailors moving on their element, the sea.

metals—strange sight for sailors moving on their element, the sea.

Astern, with the solemn majesty befitting the Queen of the Seas, steams a battleship, her great guns loaded and lifted towards the loom of the land. She is the destroyers' charge; around and about her circle and weave and patrol half a dozen destroyers, the white wash of their passing mixed with the scud of the wind-whipped sea.

Paravanes—those torpedo-shaped wire cutters that angle away from each ship's bow to cut the cables of anchored mines and fend them away from the ship's side—are streamed from every vessel; but the little minesweepers themselves, which must bear the brunt of danger, plug along ahead, with the great battleship directly in their wake. Just as a wire sweep cuts the cable of an anchored mine and the deadly globular steel casing bobs to the surface to be destroyed from a safe distance by rifle fire, those countless pairs of eyes turned towards the sky see the enemy.

A black dot to landward—one, two, three of them—and now is heard the faint hum of their engines above the wind and the voice of the ships moaning in the lifting sea. The destroyers' main batteries rise towards the targets; on the battleship the anti-aircraft battery—eight four-inchers—elevate to the heavens, train to starboard. The men in steel helmets leap to their instruments—height finders, the complicated box of the anti-aircraft detector.

"Commence tracking, commence tracking!"

"The 'planes grow bigger, those tiny dots against the sky."

"Fire!"

The 'planes are too high for the pom-poms and machine-guns, but the great guns speak and soon the larger shells are bursting around sea power's new and bitter enemy. In cotton bolls of white, the 'planes fly on. But now, out of the mist astern, launched from an aircraft-carrier's deck fifty or a hundred miles away, roar sea power's newest weapon—a squadron of defending fighters—and the aerial enemy throbbles wide, turns and escapes towards land.

But this is only the beginning, and the men at the guns—the steel helmeted men who search the skies and feel so small with mines and submarines below and 'planes above—know it.

They have not long to wait. The hum of the motors again—faintly, and there in the sun's path the glint of wings. Again the guns speak. But the 'planes come on; out of the sun they dive and the faint hum of motors quickens to a terrible roar—the sharp and high and frightening crescendo of the power dive, the less rapid tempo of the glide. All about now the sky guns of the fleet are firing, first the short, hard bark of the four-inchers, now, as the 'planes come closer, the quicker, deafening rattle of the pom-poms and the machine-guns.

They are coming now—right out of the sky like a plummet; and, though the shell bursts burgeon round them, they come on—faster, faster, as straight as an arrow to the mark, the awful roaring whine of their coming striking terror at the soul.

You can see the bombs now in the racks—dimly; you feel very naked and lonely and insignificant and afraid but you serve the guns and keep the cross wires of your telescope trained on sudden death.

Suddenly, as the gun burks, the tone of the awful roar alters and you know that they have pulled out of it; that the bombs have dropped and the 'planes are zooming up and away.

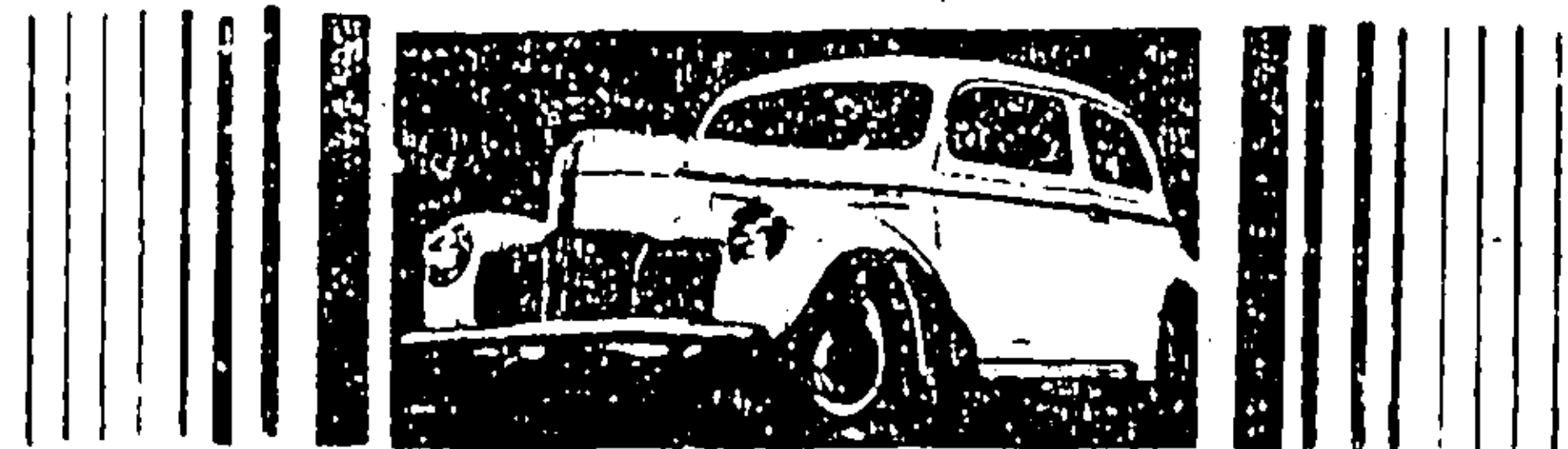
In one fleeting second of immortal time you'll know whether you've been hit. The bombs drop and the ocean opens up in a rush of water close aboard; you feel the wind of death on your face and the sound of it in your ears—but you are not hit; the destroyer shivers, but steams on.

You look about you, at the wreckage of several 'planes upon the water; at the sweepers away ahead, struggling with the mines; at the bomb geysers subsiding into the sea; at a sister ship, listing badly and taking water, a pillar of smoke and flame rising above her masthead.

You serve your gun and this time the 'planes bomb in level flight. You can see the bombs leave the bellies of the aircraft far up there and come hurtling down, closer, closer. Your muscles are tense and your jaws are set and aching; you serve your gun and the first steams on.

The fighting ship and the fighting 'plane—the former almost as old as man's blue-water history, the latter a new and unknown factor in the equation of war—are settling the fate of nations in the relentless fighting that is going on and that is still to ensue. But Britain has always been able to adapt herself to new conditions.

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Readers' Forum

A GOOD 10 cents WORTH!**80 PER CENT OF
FRENCH ARE WITH
DE GAULLE**

(By Edward Angly)

IN THE FIRST press interview he has given since the collapse of his country, Gen. Charles de Gaulle, leader of the Free French forces, expressed the belief that 80 per cent. of Frenchmen the world over were with him and the Allied cause, rather than with the humiliated men at Vichy, in the fight against the Germans.

This, he felt, gradually would become clear to outsiders as the French people in their own land recovered from the stupefaction which engulfed them at the time of the military disaster and armistice of last June.

Of the embarrassing episode at Dakar, French West Africa, Gen. de Gaulle had little to say, but of the fruits of the subsequent weeks of his African expedition, from which he recently returned, he was vocal enough. With the bloodless winning to his banner of French Equatorial Africa and the Cameroons, plus the adherence of the French East Indies and his country's Pacific possessions, he counted on the direct loyalty of at least 10,000,000 persons.

**Offers Back Door
To Libya**

French Equatorial Africa, linked now with Great Britain, affords the shortest air route between the Red Sea and the Atlantic and provides a back-door entry into Libya. It also throws a protective arm around the shoulders of Egypt.

Since Martinique, which still is officially loyal to Vichy, happens to be the closest French possession to the United States, I asked Gen. de Gaulle how he thought he stood in that part of the French empire.

There, as elsewhere, both in metropolitan France and wherever the Tricolour flies, he felt that 80 per cent. of the inhabitants were with him in the fight against Germany.

Why, I wondered aloud, didn't they say so and show it?

Well, he said, there was, first of all, the Governor, beholden to Vichy; second, there was the presence of the fleet under the command of Admiral Georges Robert at Martinique, and then there were the civil officials.

"And always," he added, "there is the sleepiness." He used the French word "sommolence." He seemed to believe that there would

be many an obvious awakening among the French, in both their homeland and the colonies, when the British attained air supremacy, which he predicted for 1941. Meanwhile, he felt, the centre of the struggle against Germany would shift to the Mediterranean.

Speaks With Precision

So tall as to seem almost ungainly, Gen. de Gaulle I had often seen in my hotel and elsewhere about London since the days when I, too, got back here from the tragedy of Bordeaux. But to-day was my first opportunity of putting questions to him and watching him as he answered. He spoke with precision and clarity, not only in response to certain written questions which had been submitted beforehand and to which he in turn had prepared his replies, but also in answering those of us who popped our queries on the spur of the moment.

But though he was firm and lucid, this leader of the "Free French" seemed to lack the personal fire that so often inspires the common lot of human beings to follow one of their number through hell and high water. He writes and thinks and speaks better and more clearly than did Joffre, but the pollus will never call him "Papa."

Of the French fleet, he said he knew from his own sources of information that not a single unit of it had fallen into the hands of the Germans. For his own part, he had twenty warships under the flag of "Free France" and 35,000 soldiers, whose numbers he said soon would be increased. In Britain and Canada and even in the United States, he went on, there was many a French scientist and technician doing research and

other work of great value to the Allied cause.

In metropolitan France itself he felt there was an immense majority of the population which realised that Germany was an enemy that somehow had to be beaten, and that the only salvation for France herself rested in the defeat of the Nazis through a British victory. As gradually they recover from the stunning blow of last June, the French at home will remake in secret their national unity, he predicted.

For the time being, Gen. de Gaulle felt that the Germans, asking French "collaboration," knew quite well what they wanted. They wanted to dominate and utilise France including what remains of the French fleet.

Discusses Men at Vichy

As for the men at Vichy, their idea of collaboration was something else. It was to ease and alleviate the harsh terms exacted by the conqueror—Gen. de Gaulle used the word "soulagement." They wanted, he said, to lighten the load Germany was putting upon France in regard to the status of French war prisoners, food and the expenses of the German occupation. For that they were trying to "collaborate."

He was asked what he thought would happen should Spain enter the war and push into Morocco. He did not believe that after the armistice terms there were sufficient armed troops left in Morocco to resist an invasion, but he doubted if Spain would decide "to make war."

With an air of philosophical resignation, the French general remarked that war always was an affair of ups and downs. This was a timely observation, for the next question had to deal with Dakar. He marked that incident off to profit and loss.

"It is a complicated story, of which even I do not know all the details," he said.

He would go no farther than to say that, so far as he knew, the brief account given by Prime Minister Winston Churchill in the House of Commons "corresponds to the reality."

As for Gen. Maxime Weygand, who presumably has been looking after Vichy's interests in Morocco and Algeria, Gen. de Gaulle apparently does not at all share the hope that this man, who was once the right hand of Foch, might be wooed into the camp of "free France." There was no indication, he remarked, that Gen. Weygand was softening the coercion exercised against those Frenchmen in the North African colonies who showed any tendency to jump over the Vichy traces. By way of "coercion," Gen. de Gaulle remarked that ten of his own officers had been arrested, along with several civilian officials, and so far as he knew, they were still in Vichy's prison.

**'RING FOR
HER'—DIED**

Clinging to the wreckage of his ship, sunk by a German mine, the skipper of a mine-sweeper-trawler spoke to his mates: "Look after yourselves. I'm done."

As he sank back, dying, his left hand beat the water. His greatest friend heard him murmur: "My ring... take it... for the wife."

A moment later he was dead. His friend, George Ritchie, has fulfilled the last wish of his skipper, thirty-one-year-old Leslie Rushby, of Queen Mary Avenue, Cleethorpes.

A few hours after six of the crew of twenty of the trawler Sea King had been landed at an east coast port, Ritchie handed the ring to twenty-nine-year-old Mrs. Rushby.

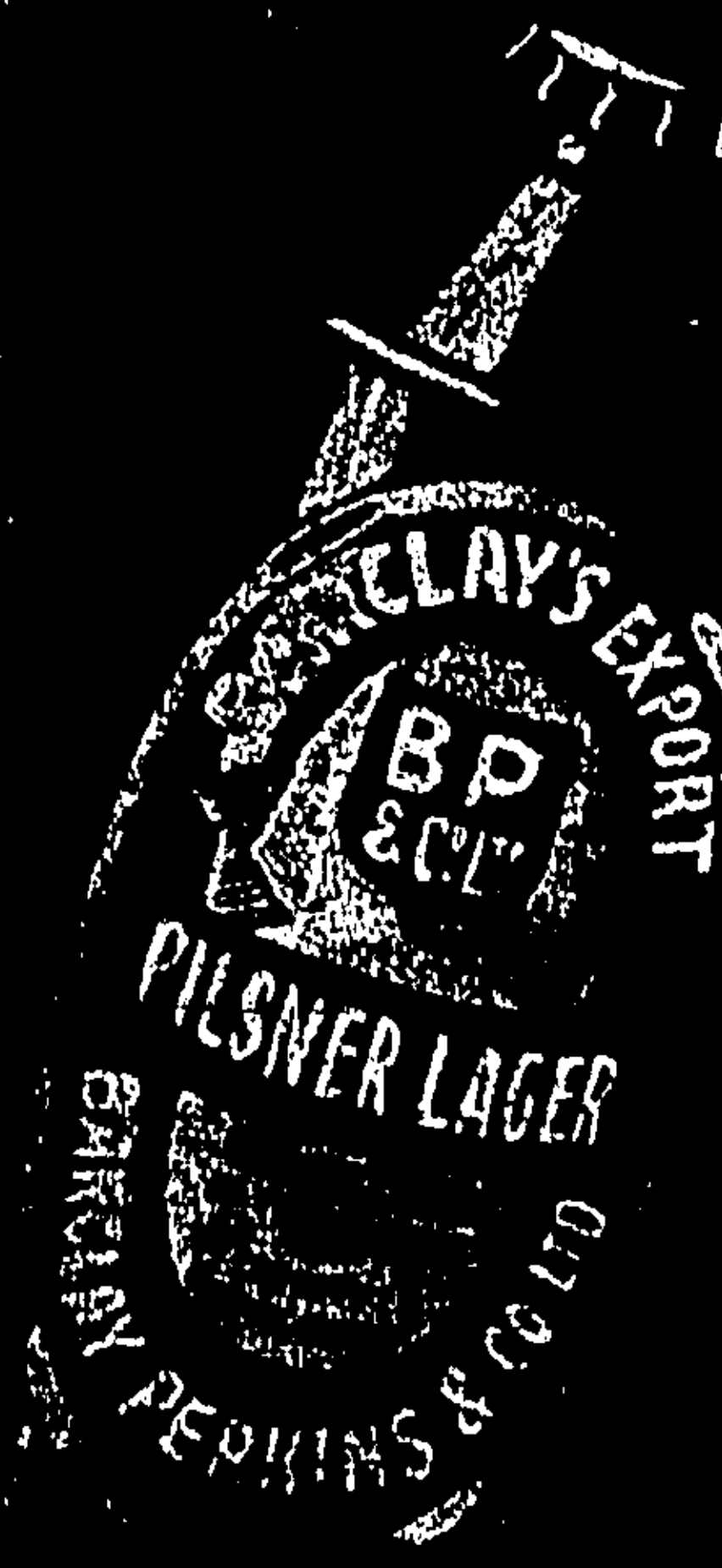
"When he married Leslie said he had always wanted a ring," she told a reporter. "I bought him one for his birthday. He always wore it."

"Ritchie and my husband, great friends, had sailed together in peace-time. I have heard since that all the crew risked their lives trying to save Leslie. He was a pal of them all."

"I have one child, Doreen, aged seven. When she is old enough she will have the ring and hear the story. It must never leave the family."

BRITAIN DELIVERS*The* **GOODS**

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PATROCLUS WAS TORPEDOED ON RESCUE MISSION

IT HAS BEEN REVEALED that the armed merchant cruiser Patroclus, 11,314 tons, was torpedoed while rescuing survivors of the former Cunard-White Star liner Laurentic, 18,724 tons, another armed merchant cruiser.

A distress signal had brought the Patroclus dashing to the scene. The Laurentic was sinking and the crew were in the lifeboats. While the Patroclus was still performing her work of mercy a torpedo struck her and she crumpled up and went down rapidly.

The torpedo explosion wrecked one lifeboat and others were capsized. The U-boat, not content with having torpedoed the two liners, tried to get at the lifeboats with shellfire.

When 631 officers and men from the two ships were landed at a Scottish port a dramatic story was told of the survival of Capt. G. C. Wynter, commander of the Patroclus. He had been given up for lost after being seen clinging to a piece of wreckage, but apparently in difficulties.

Barefooted They Cheered

His shipmates, who travelled in another rescue ship, were amazed to see him follow them on to the wharf at the port when they landed.

They were so overjoyed that they broke into cheers despite many of them being ill-clad, barefooted and suffering from cold.

The men hoisted their commander shoulder high, and after repeating their cheers sang "For he's a jolly good fellow."

Capt. Wynter had survived the ordeal of four and a half hours in the sea.

The survivors, Scottish and English, were re-equipped with clothing and footwear and sent to their homes by special train. They comprised 52 officers and 313 ratings from the Laurentic and 33 officers and 230 ratings from the Patroclus.

It is believed that about 90 men were lost from the Patroclus and 70 from the Laurentic.

The Patroclus was owned by the China Mutual Steam Navigation Co., Ltd. She was built at Greenock in 1923.

MONEY FOUND IN BOMBED HOUSES

Rescue and demolition squads in London and big provincial cities have been surprised at the large sums of money found in some houses damaged or demolished in air-raids. An official of a West End London borough said that amounts up to £600 in notes and cash have been discovered in single properties.

It is, of course, common for jewellery, sometimes of considerable value, to be found in bombed houses, but it was not expected that large sums would be kept at home. Many people keep considerable sums of ready money available to meet such emergencies.

Local authorities have been advised by the Ministry of Home Security that all kinds of money and valuables or other personal property should be handed by the workers to an A.R.P. officer specially authorised to receive them, usually the commander of the rescue and demolition squads, who passes them on to an official of the council to await claimants.

THREAT TO FRIEND OF CONVICTS

Mr. Harry Cowley, the Brighton man who helped to secure the release of two of three convicts sentenced to life imprisonment in 1928 for murder, has had his life threatened. He has applied for police protection.

The two released men are George Thomas Donovan and Percival Leonard Taylor. With James Weaver, who is still in prison, they were condemned to death for the murder of a Brighton chemist, but were reprieved.

When Taylor was released from Parkhurst Prison, Isle of Wight, a fortnight ago, he said: "With Mr. Cowley's help I hope to establish my innocence."

Mr. Cowley has always maintained that his friends had nothing to do with the crime. He told a reporter: "The people who are threatening my life are friends of the man who knows he is guilty."

the country, according to Dr. R. P. Garrow, Hornsby's school medical officer.

"In some cases," he says in his annual report, "the improvement has been striking."

In another paragraph, Dr. Garrow says "It is doubtful whether the social and family life of this country has ever been so profoundly affected by any single measure."

CHILDREN GAIN IN HEALTH

Greater freedom and exercise and regular bedtime hours have brought about an all-round improvement in the health of London school-children evacuated to

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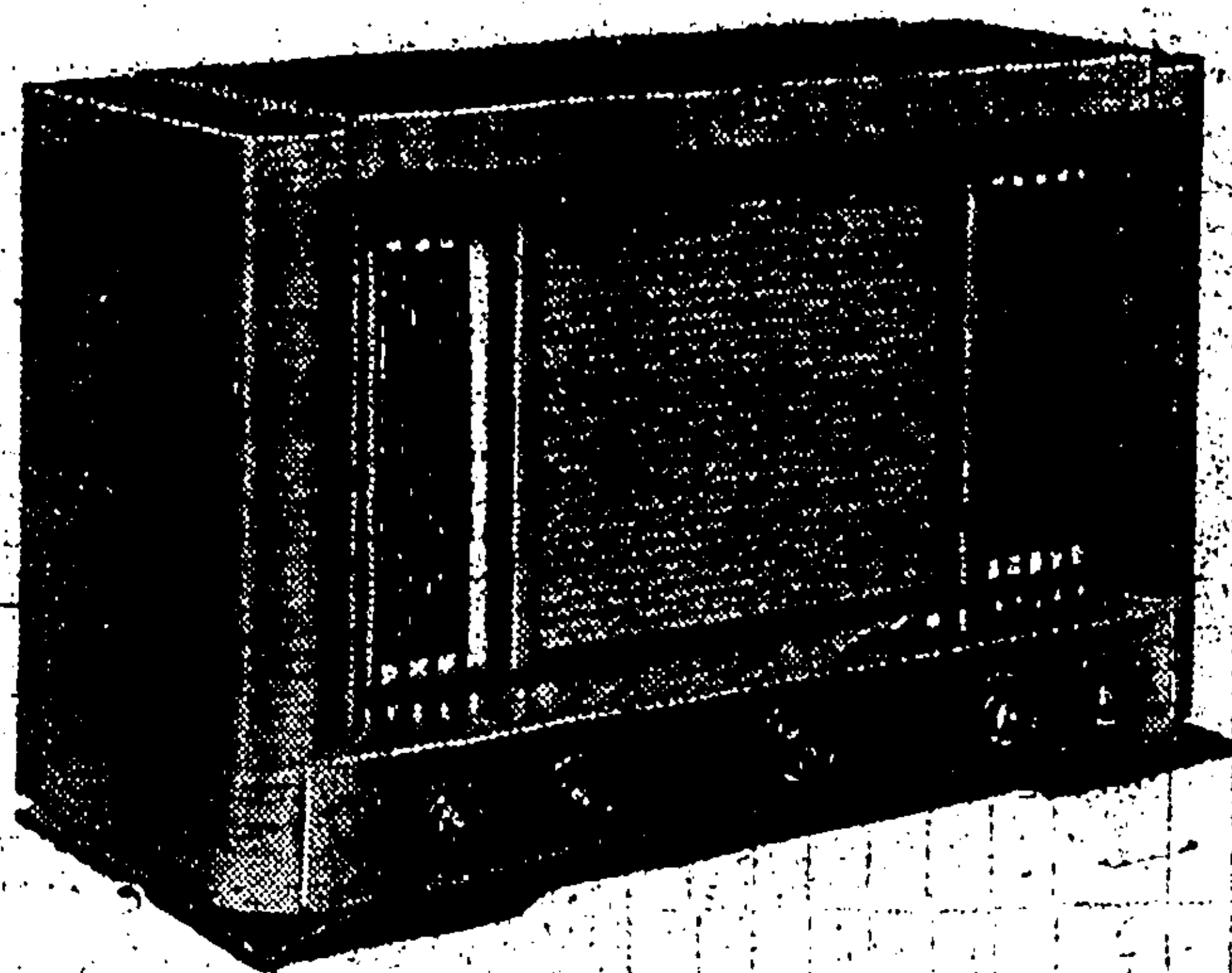
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G. R. PUBLIC AUCTION
PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 3rd day of Feb., 1941, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Island Road, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.
Intending bidders are advised that immediately after the disposal of the lot the Purchaser (if not the applicant) will be required to deposit with an authorised officer who will be present at the sale, the sum of two hundred dollars, (\$200) in cash. This sum will be refunded on payment of the Purchase price.
PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in sq. ft.	Annual Rental	Upset Price
			N. S. E. W.			
1	Rural Buildings Lot No. 41.	Island Road, near Stanley.	As per sale plan	About 15,700	\$180	\$3,925

PUBLIC AUCTIONS
The Undersigned have received instructions to sell by Public Auction on
TUESDAY, the 21st Jan., 1941 commencing at 10.30 a.m. at the premises of The China Light & Power Co., Ltd., Sub-Station, Yaumati, 1st Floor.
A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE
On View from Monday, the 20th January, 1941.
Terms: Cash on Delivery.
LAMMERT BROS., Auctioneers.
Hong Kong, 16th Jan., 1941.

The Undersigned have received instructions to sell by Public Auction on
WEDNESDAY, 22nd Jan., 1941 commencing at 5.15 p.m. at their Sales Room, No. 2, Connaught Road, Central. (2nd Floor)
A COLLECTION OF VALUABLE POSTAGE STAMPS (mostly China & Hong Kong)
Terms: Cash on Delivery.
LAMMERT BROS., Auctioneers.
Hong Kong, 17th Jan., 1941.

G. R. PUBLIC AUCTION
PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 3rd day of Feb., 1941, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Castle Peak, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less the last three days thereof.
Intending bidders are advised that immediately after the disposal of the lot the Purchaser (if not the applicant) will be required to deposit with an authorised officer who will be present at the sale, the sum of two hundred dollars, (\$200) in cash. This sum will be refunded on payment of the Purchase price.
PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in sq. ft.	Annual Rental	Upset Price
			N. S. E. W.			
2	Plot 2, Shan Inland Lot No. 7.	Castle Peak.	As per sale plan	About 54,450	\$250	\$2,725

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PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in sq. ft.	Annual Rental	Upset Price
			N. S. E. W.			
3	Plot 3, Shan Inland Lot No. 8.	Castle Peak.	As per sale plan	About 54,450	\$250	\$2,725

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BRIDGE NOTES

A DEEP FINESSE By The Four Aces

A deep finesse, preceded by careful preparation, enabled South to make his game in the hand shown below:

East, Dealer
North-South vulnerable

♠ A 10 4
♥ K J 10 6
♦ J 10 4
♣ K 9 4

♠ Q 9 8 5 2
♥ 7 3
♦ 6 5 3
♣ Q 8 7

♠ K J 7 3
♥ 5
♦ A 9 8 7 2
♣ A J 6

♠ 6
♥ A Q 9 8 4 2
♦ K Q
♣ 10 5 3 2

The bidding:
East South West North
1♠ 1♥ Pass 3♥
Pass 4♥ Pass Pass

West opened the six of diamonds, East winning and returning the suit. South won with the King of diamonds and noted that his contract depended on losing no more than two club tricks. He would have no trouble, of course, if West held the club Ace since then dummy's King would win a trick. But if East had the club Ace (as the bidding indicated would be the case) there was danger of losing the club King to East's Ace and then losing tricks to the club Queen and Jack as well. To guard against this danger, South decided to strip the hand.

His first step was to draw two rounds of trumps followed by the Ace of spades and a spade ruff. Dummy was entered by means of a trump and South discarded a low club on the Jack of diamonds. Another spade ruff gave South the lead with the stake set for the decisive club play.

At this point South led a low club; and when West played low, dummy finessed the nine. East won with the Jack and was helpless to defeat the contract. Another club lead would establish dummy's King of clubs while any other lead would allow Declarer to ruff in one hand and discard a club from the other.

Saturday you were Merwin Majer's partner and, with neither side vulnerable, you held:

♠ A Q 8 6
♥ A J 9 5
♦ 10 9 7
♣ J 8

The bidding:
You Schenken Maler Jacoby
1♠ Pass 1NT Pass
(?)

ANSWER: Pass. You have a minimum opening bid, and your partner's response shows a weak hand. There is no reason, therefore, to raise the bidding level, especially since you are as well prepared for a no-trump contract as for a major-suit bid.

Score 100% for pass, 0 for any other bid.

Question No. 618

To-day you are Howard Schenken's partner and, with neither side vulnerable, you hold:

♠ K 8
♥ J 9
♦ A 10 9 5 3
♣ A 10 7 5

The bidding:
Jacoby You Maler Schenken
1NT (?)
What do you bid? (ANSWER To-morrow.)

(Released by The Bell Syndicate, Inc.)

ARTIST DESIGNED HIS OWN TOMBSTONE

Mr. Eric Gill, A. R. A., the sculptor has died in an Uxbridge, Middlesex, nursing home following an operation. He was fifty-eight.

In 1936 he designed his own tombstone for exhibition. The epitaph read: "Remember me, E. G., the stoneworker, 1936. Woe me."

His works included Leeds University war memorial which showed the expulsion of the moneylenders—in top hats and frock coats—from the Temple; Prospero and Ariel above the entrance to Broadcasting House and the design of the King George VI stamps issued in July, 1937.

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The following are the dates of the forthcoming examinations.

PRACTICAL (Vocal & Instrumental Music) early May, 1941. Last day of entry 31st March, 1941.

THEORETICAL (Paper Work) on the 7th June 1941. Last day of entry 31st January, 1941.

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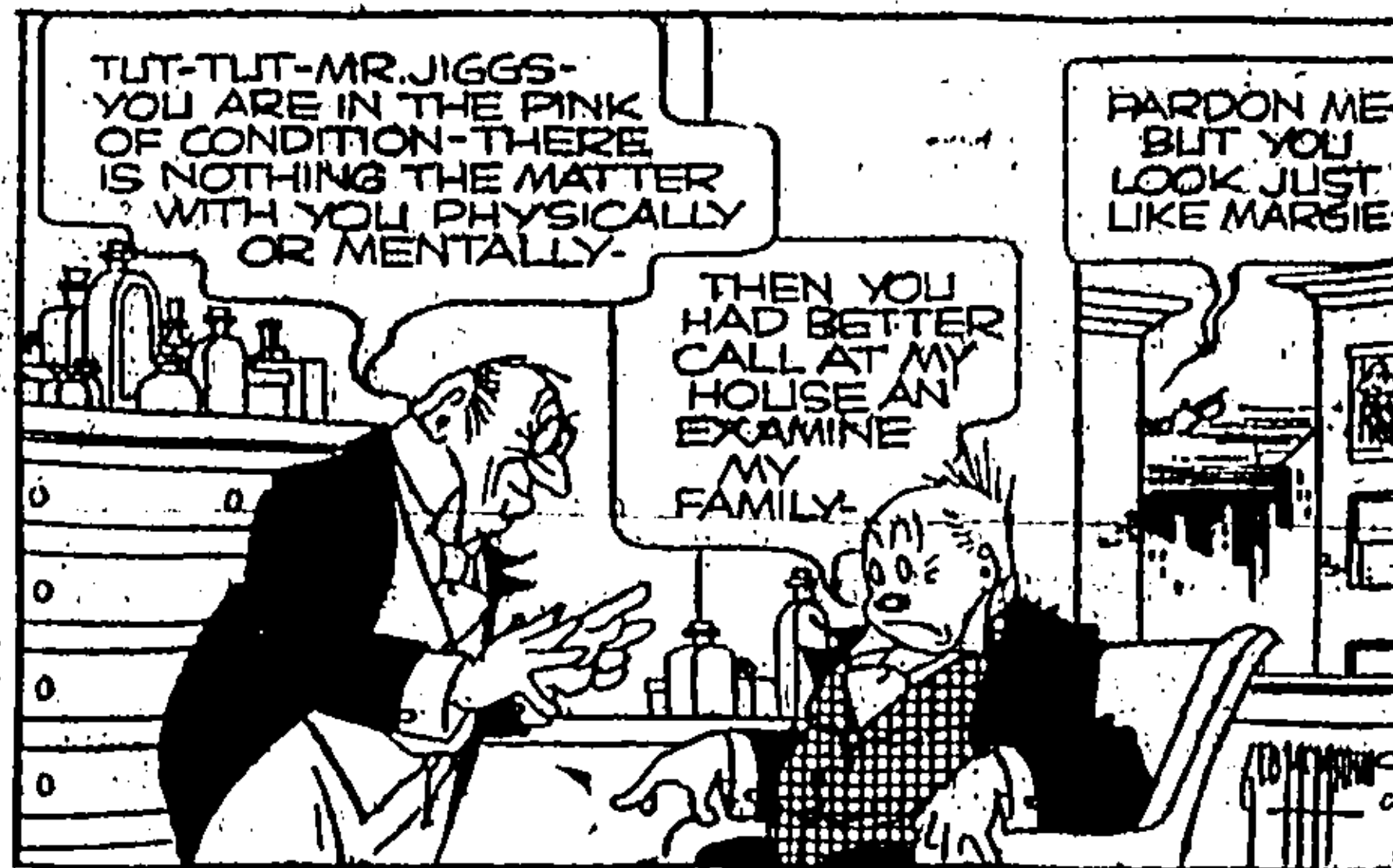
Illustration of a man and a woman in a bathtub.

"Don't worry, Junior will never find them here!"

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Bringing Up Father

By George MacManus



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A PAGE FOR WOMEN

The Hatless Vogue--

What American Artists Think

Of late I've been bothered by the spectacle of women and girls appearing on the streets without hats, their locks sun-roughened and windblown. Sometimes they carry a "prop hat"—a bunch of ribbons and feathers, making it a case of bird in hand and bush on head. Sometimes they tie a scarf over their wayward curls. They stand out distressingly against a background of well-dressed women.

At first, as Lawton Mackall, the writer, put it, "I thought they had just washed their hair and were drying it," and didn't pay much attention to those few ill-kempt damsels. Then I heard hints that this was a "new fad" which might make some headway.

As a photographer, I'm concerned aesthetically with the contours, line, expression, and shadows which heighten interest in a feminine face, writes N. Kolas Buray in the "Christian Science Monitor." When a woman appears on the streets without a hat, the entire composition is unbalanced; and the absence of shadows means the removal of charms which compensate mechanized backgrounds.

I became sufficiently disturbed to write to a number of artists I knew—photographers, illustrators



The gay young blade says what with the holiday invitations rolling in there's nothing he can do but plan a winter vacation.

and writers—stating my views and asking them how they felt about it.

Now, as everybody knows, artists are notoriously wrong about most things, so it didn't surprise me in the least that some of them replied that they rather liked the look of bareheaded damsels. I was glad, however, to see that such a lot of them were right. I quote a few:

James Montgomery Flagg, whose drawings of lovely women grace the smartest magazine covers: "When gals go hatless in the streets in daylight, they look like Sigrid hurrying to the grocer's for a forgotten yeast cake—it is small town stuff."

Arthur William Brown, another of our leading illustrators: "Women should definitely wear hats in cities. It's as much a part of the ensemble as shoes."

Dean Cornwall, famous muralist: "I agree with you that women should wear hats in the streets."

Russell Patterson, well-known illustrator: "You have hit upon one of my pet peeves. I lived for many years in France and have never been able to get away from the fact that a lady always wore a hat when appearing in public."

Philip Dunning producer-playwright: "I'm all for hats and I like them big, with wide brims, because they act as a sort of picture frame."

Albert Stevens Crockett, author: "When a woman dressed for the street fails to put on her hat she isn't dressed, no matter how beautiful her hair."

Of course, I knew I was right all the time, but it's nice to have support like that. And, thus encouraged, I now pronounce my dictum: Let us have done with this hat-in-hand business!

SEWING HINTS

Sew rickrack to the underside of the hem of pillowcases or other articles which you intend to decorate with a hand crocheted edge. Arrange the rickrack in such a way that only a bit of the points will show on the right side. When crocheting catch the hook into the points instead of into the material. When the article wears out it is then an easy matter to rip off the rickrack braid and use the hand-made lace in something else.

When patching used garments made of washable fabrics, use the wrong side of the new patch instead of the right side. Such a patch is less noticeable since it matches more nearly the somewhat faded material.

To insure an even hem on napkins use the hemmer of the desired width on the sewing machine. Do not thread the sewing machine needle. This will fold in the hem evenly and it will then be ready for hand sewing.

When cutting anything from velvet, pin the pattern to the wrong side of the velvet and the velvet will be easier to cut.

Use narrow hat elastic on babies' bibs instead of tape or ribbon. The elastic permits of the bib being adjusted easily over the head.

To Make A Baby Boy's First Hat

When the stores in our vicinity yielded no masculine headgear for our nine-months-old son, I designed and fashioned a simple white pique hat to shade his eyes from the sun with all the efficacy but none of the effeminacy of the sunbonnet.

Shortly after its first appearance, the hat was admired by the mothers of two neighbouring boys, with the result that I made similar head coverings for them. Perhaps other mothers, aunts, or grandmothers would like to make such hats for the very young men in their families.

First, measure the circumference of child's head. Then divide that figure, probably from 18 to 20 inches, by six. Then cut out six wedge-shaped pieces. The length (distance from apex to base) of each wedge should measure 5½ inches, and the base should equal one-sixth of the head circumference plus a half inch allowance on either side for seams. Thus, if a child's head measures 18 inches, each of the six segments would be four inches at the base, and 5 inches, from base to apex.

Sew the wedge-shaped pieces

together to form a skullcap, and fasten a covered button at the seam joinings at the top centre.

To determine the inner measurement of the brim, place the crown, right side up, on paper, then cut a circular brim pattern to fit. Two to two and a half inches is a suitable width for the brim.

Cut out two pieces to form the brim. Stitch together, attach to the crown, and presto—the young man's first hat!

Any material suitable for children's clothing—cotton, linen, silk, or even corduroy—can be used for these hats. As they are easily laundered, hats to match various play suits are practicable.

The ingenious seamstress will evolve her own variations of the basic pattern. She may attach the brim to the crown by a row of buttons and buttonholes. The brim may be in a colour to contrast with the crown. A row of scallops or other embroidery around the brim lends a festive touch. A bright band gives a certain distinction.

And the majority of mothers will find a chin strap essential—because what a baby likes most about any hat is to pull it off!

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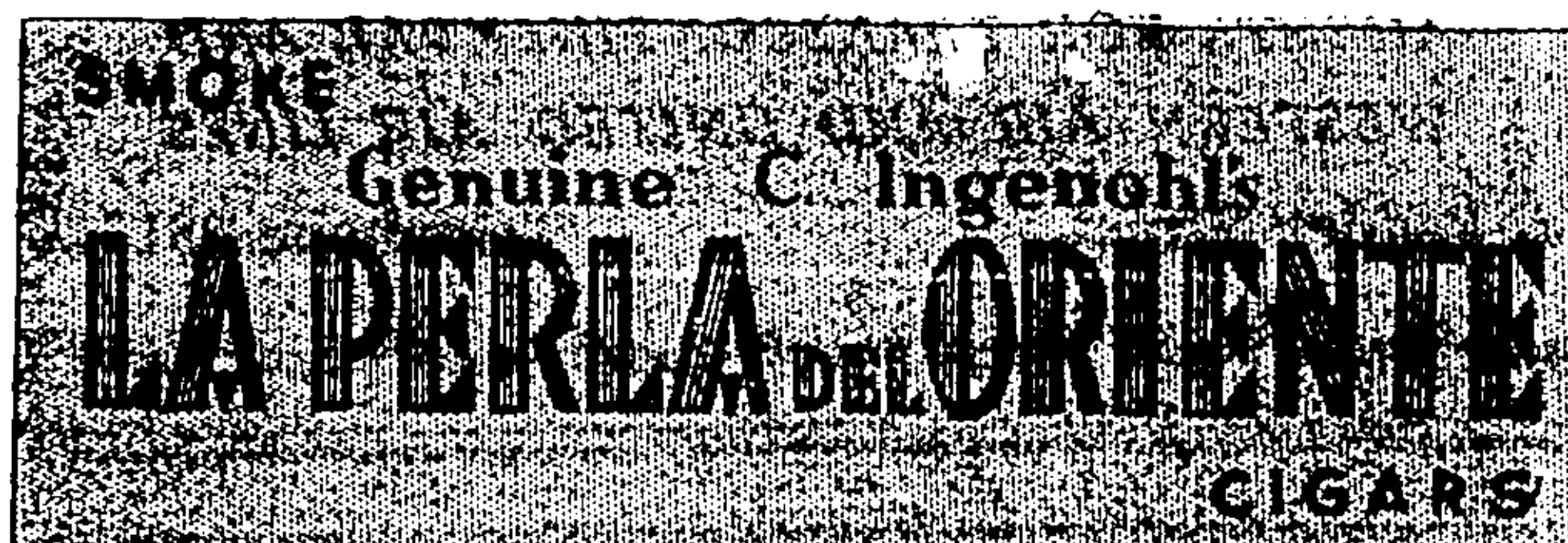
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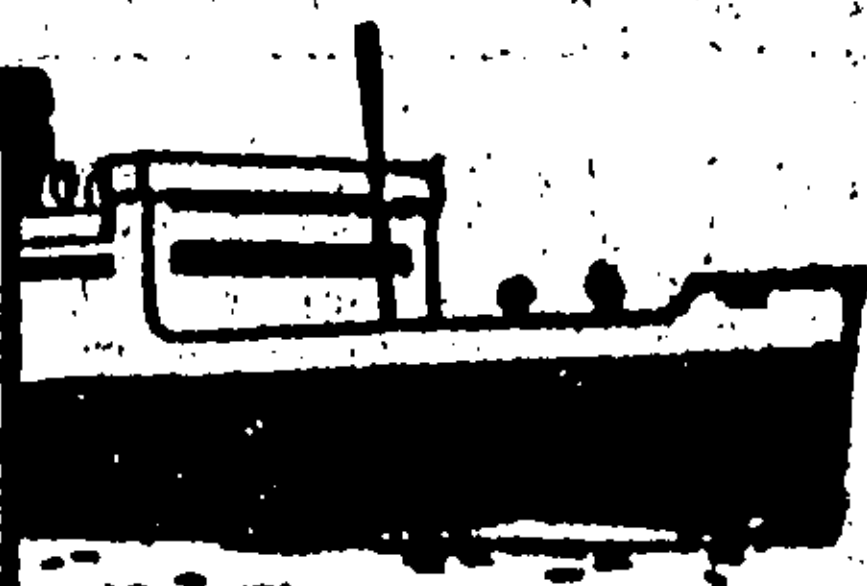
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Manila, Batavia, Mauritius,
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South Africa via Durban... 2.30 p.m.
Straits and Calcutta.

Parcels 20th 5.00 p.m.
Letters 21st 8.30 a.m.

TUESDAY

Haiphong 3.30 p.m.
Manila, Madang, Salamaua, Rabaul,
Australia and New Zealand via
Sydney.

K.P.O. 4.00 p.m.
Reg. 5.00 p.m.
Ord. 5.30 p.m.

G.P.O.

Parcels 4.00 p.m.
Reg. 5.00 p.m.
Ord. 7.00 p.m.

WEDNESDAY

Air Mail for Manila, Guam, Honolulu,
U.S.A. and Europe via "Pan-Ameri-
can Airways and Trans-Atlantic Ser-
vices."

K.P.O. 5.00 p.m.
Reg. 5.30 p.m.

G.P.O.

Reg. 5.00 p.m.
Ord. 7.00 p.m.
Canton 7.00 p.m.

THURSDAY

Air Mail by Sea to Singapore to connect
with the "British Overseas Airways".

K.P.O. 5.00 p.m.
Reg. 5.30 p.m.

G.P.O.

Reg. 5.00 p.m.
Ord. 6.00 p.m.
Straits 7.00 p.m.

* Superscribed Correspondence Only.

RADIO

12.15 p.m.—Short Service of Interces-
sion.

12.30 p.m.—Cesar Franck—Sonata in A
Major.

1.00 p.m.—Local Time Signal and Wea-
ther Report.

1.03 p.m.—Songs by Paul Robeson
(Bass).

1.13 p.m.—Musical Comedy Selections.

1.30 p.m.—Reuter and Rugby Press.
Weather Forecast and Announce-
ments.

1.45 p.m.—Dance Music by Jack Hyl-
ton and His Orchestra.

2.15 p.m.—Close Down.

5.45 p.m.—Indian Programme.

6.30 p.m.—Closing local Stock Quota-
tions.

6.32 p.m.—Excerpts from Gilbert and
Sullivan.

7.00 p.m.—London Relay—The News.

7.15 p.m.—London Relay—Questions of
the Hour.

7.30 p.m.—Compositions of Elgar.

8.00 p.m.—Local Time Signal, Weather
Report and Announcements.

8.03 p.m.—Studio—Special Centenary
Talks by:

Sir Shou-Son Chow "A Message of
Felicitation."

The Hon. Mr. J. P. Braga, O.B.E. on
"Portuguese Pioneering: 100 years
of Hong Kong."

Mr. H. C. Macnamara "Legal Re-
miniscences."

The Hon. Mr. A. L. Shields on
"Yachting."

Mr. H. R. B. Hancock on "A walk
from Canton to Hong Kong in
1902."

Interpersed with Recitals by:

Elvie Yuen (Soprano), Gaston
D'Aquino (Tenor), Y. K. Sze
(Bass) and E. O'Neil Shaw
(Piano).

Arthur Nobbins (Baritone).

11.00 p.m.—Close Down.
The News from London will be re-
layed as usual between 9.00 and 9.30
p.m.

THE CHINA MAIL, JANUARY 20, 1941



SAN FRANCISCO & LOS ANGELES via Honolulu.

Yawata Maru Tuesday, 28th Jan.
Asama Maru Tuesday, 11th Feb.

SEATTLE & VANCOUVER (Starts from Kobe)

Helan Maru Saturday, 26th Jan.

SOUTH AMERICA (WEST COAST) via Hilo &

San Francisco.

*Sakura Maru Saturday, 25th Jan.
(starts from Kobe)

NEW YORK via Japan & Panama

*Nozima Maru Sunday, 2nd Feb.

SYDNEY & MELBOURNE via Manila

Suwa Maru Wednesday, 29th Jan.

HAIPHONG, SAIGON & MADRAS

*Tottori Maru Wednesday, 22nd Jan.
(Cargo accepted for Haiphong & Saigon)

*Muroan Maru Monday, 3rd Feb.
(Not calling at Haiphong)

BOMBAY via Singapore & Colombo

Haruna Maru Tuesday, 28th Jan.

*Toyama Maru Tuesday, 11th Feb.

RANGOON & CALCUTTA via Singapore

*Toba Maru Tuesday, 28th Jan.

KOBE & YOKOHAMA

Kamo Maru Thursday, 23rd Jan.

Yawata Maru Tuesday, 28th Jan.

Asama Maru Tuesday, 11th Feb.

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M.P.'S SHARP ATTACK ON THE ADMIRALTY

(Continued from Page 6)

ability—some of them lent—I dislike saying this, but after all I expressed it privately to the First Lord, and all I got was victimisation—there is very grave disquiet about the Board collectively and about the First Sea Lord in particular."

The First Sea Lord, continued Cmdr. Bower, was 63 years of age, and everybody who knew him knew that he was not the man he once was. He asked the First Lord why this miasma, this secrecy, which could have only one object, concealing the deficiencies of senior officers. Nothing could come out now which would give any information to the enemy which they had not got already.

The Financial Secretary to the Admiralty stated the other day that it was an outrageous thing that there should be criticism of a flag officer. He (Cmdr. Bower) affirmed once more, and from his own recent experience in the Navy, that there was such criticism.

First Lord's Letter

From the point of view of members of the House who were serving in the Forces he wished to read out something which the First Lord wrote to him. It was this:

"It is true that any member of Parliament has on a question of privilege the right to approach a Minister, but it is also true, as I have already explained to you, that the Minister then has the right to judge the merits of the subject of the approach."

Put in plain language, that

CHUNGKING GROWTH

MR. RANDALL GOULD, EDITOR OF THE "SHANGHAI EVENING POST" AND "MERCURY," WHO IS ON THE BLACK-LIST OF THE WANG CHING-WEI REGIME, RETURNED TO HONG KONG FROM A VISIT TO MANILA BY THE CHINA CLIPPER AND LEFT FOR SHANGHAI YESTERDAY.

Mr. Gould went to Chungking just before the New Year and stayed there for about 10 days, arriving in Hong Kong last week.

In an interview he said he was greatly impressed by the rapid growth of Chungking. Reconstruction work is being vigorously pushed and buildings are rising with amazing rapidity from the debris in areas devastated last summer.

Leaders in Chungking are greatly heartened by the turn of the international situation and increasing aid from the United States and Britain.—Central News.

meant that the First Lord of the Admiralty contended that any M.P. serving in the armed forces had the right to write to him, but, having done so, he had the right to victimise him as if he were not an M.P. He could not let that pass and that was why he had maintained what might appear to be a personal matter.

It was no use the First Sea Lord saying that there was no disquiet about the Admiralty. He (Cmdr. Bower) was not the only officer who had been the subject of these Gestapo methods. We were not fighting against Hitler in order to set up the First Lord of the Admiralty as a pinchbeck Himmler in a tin hat.

BANKIER, MARSHALL SHINE FOR ROYALS

By "Referee"

At Sookunpoo yesterday, Sing Tao beat Royal Scots in First Division of the Football League by 5 goals to 1 after leading at the interval by 3 goals to 1. In the second half they had so much more of the play that with a little more steadiness in front of goal they would have scored many more goals.

Royals did not have good wingers, though they were given much of the ball, while their inside-forwards were too prone to indulge in short-passing, which was of no avail against the Sing Tao defence.

The defence, particularly the intermediate-line, was so fully occupied in coping with the opposing attack that they had little time to assist their forwards, and, added to this, Sing Tao were always able to keep their forwards well supplied with passes.

Good Goalie

Bankier in goal for Royals played a good game and brought off several good saves, particularly in the second half. In front of him Naysmith and Fraser worked themselves to a standstill in an endeavour to check the Sing Tao attackers.

The absence of Falconer caused a reshuffle in the intermediate-line. Parnaby was seen in the pivotal position, with Adamson, at right-half, and Clarke in his usual position. Hossack was missed from the attack and Auld,

formerly of the juniors, was brought into the team.

The Royals halves were too much engaged, as mentioned before, to assist their forwards. They were kept continually on the move by the combination of the Chinese forwards and the slippery state of the ball and ground added to their difficulties.

Marshall at inside-right, played hard in the forward-line. He was always back to assist the defence and was the most conspicuous player in the attack. Auld, in the centre-forward position, never gave up trying and had bad luck in the closing minutes in not scoring when, with only the goal-keeper to beat, he hit the cross bar.

Sing Tao fielded the same team as last week and though handicapped by the slippery ground were better able to keep their feet.

In the attack, Lai Shui-wing, Fung King-cheong and Kwok Ying-kee were always dangerous, while both wingers sent over good centres.

The Play

The game opened with Royals attacking and Marshall went near when he sent in a hot grounder which Cheung Wing-choy fumbled, only for it to hit the upright and be cleared. Sing Tao took the lead early in the game as the result of a faulty clearance by a Royals' defender and Kwok Ying-kee netted.

Shortly after Sing Tao went further ahead when Ip Pak-wah beat Bankier with a good cross shot, and, before the interval, Lai Shui-wing added the third goal for his side after beating three men.

Royals reduced the lead in the first half when Marshall sent in a hot grounder which Cheung Wing-choy fumbled and allowed to cross the line.

Lai Shui-wing added two further goals in the second period to complete the scoring.

St. John's latest badminton recruit is G. W. Giffen, an extremely keen player. Giffen, despite the fact that he is a comparative beginner, acts as reserve for the League team. In pre-season friendlies, Giffen did quite well and, in partnership with David Kwok, won three games against Kowloon Tong. Kwok also play well.

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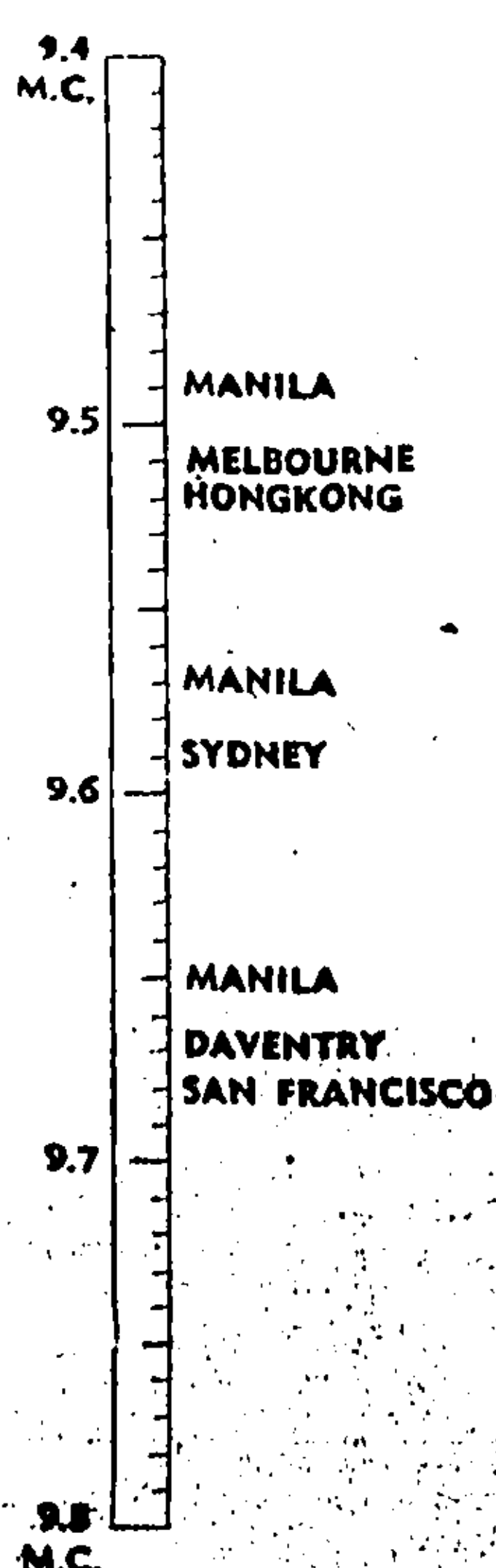
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Kwong Wah Score Twice With Two Men Off Field

Chinese Display Good Combination Hazard And Lee In Fine Form

By "Sportshawk"

Despite the fact that they were two players short for about 20 minutes towards the end, Kwong Wah once again demonstrated their superiority when they trounced Navy, the best Services team, by 4 goals to 1 in their First Division Football League encounter at Boundary Street yesterday, after leading by the odd goal in three at the interval.

The Chinese displayed better combination and well deserved their victory, although they did not play up to their best form owing to the muddy and slippery ground.

Robinson was not up to his usual form and his high handlings were unsafe, although he displayed good anticipation during the first period. Reughley was the only man who was effective against the Chinese forward.

Hazard Plays Well

Hazard, a new player who has just been secured by Navy, played a magnificent game in the pivotal position. Despite the unaccustomed conditions, he showed good ball control and had the Chinese leader, Chin Chi-fan, closely watched. Apart from his spilling, Hazard also distributed well. Honeywell was handicapped by Wong King-cheung's speed and was constantly drawn out of position, but Britt held his own well at left-half.

The Sailors' forward-line was best served by Hendy, who was the only one left with a clean jersey after the game! He played a splendid game and ably led the attack, but lacked support. He could do no more than score once for his side. The two wingers, Phippens and Honiwell were worth watching, both sending over good centres on occasion.

For the Chinese, Lee Kwok-kee was again on top form between the sticks. It is safe to say that Navy would have scored at least twice if the Chinese had been served by another keeper. Leung Pak-wai, who was the best back in the Chinese team, cleared powerfully and covered his partner well.

Yeung Tse-cheung distinguished himself in the left-half berth and, although he gave Phippens too much rope, supported the attack very well, while Chung Kim-fai covered well in the pivotal position.

All the Chinese forwards played well, Cheuk Shek-kam, right wing, and Chin Chi-fan, the leader, being the most prominent.

The Scorers

Hendy opened the scoring for the Sailors but Cheuk Shek-kam equalised and Lau Fook-tsun took the lead for the Chinese in the first period.



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MOVIE-CAMERA AT SOCCER GAME

A newsreel was taken of the Eastern South China game on Saturday. This will probably be incorporated in a story which will be produced in the near future.

CRATERS AND GOLF COURSES

Which golf course has the most bombed craters? I should think Kingswood, Surrey, is well-in the running with 30 of Goerings visiting cards, writes a Home correspondent.

And not so many on the fairways, either. It is surprising how little bombs have bothered the Royal and Ancient game. Often they actually improve the lay-out as, for example, Banstead.

The secretary tells me he views with favour three in a line which form a long-wanted hazard. Another has eliminated a ladies tee-down for removal, anyway.

And so far, greens have been marvellously lucky. They are really the only features of courses about which secretaries lie awake and worry. I have heard of the velvety 18th at Sunningdale, demolished some time ago.

SOFTBALL RESULTS

Following were yesterday's softball results:

GIRLS	
Wildcats 21, Ramblerettes 6.	
Wahoos 10, Las Florinhas 0.	
Cardinals 14, Panthers 13.	
SECOND DIVISION	
R.A.F. 8, Liga Portuguesa 7.	
Recreio Bees 11, Royal Engineers 6.	
FRIENDLY	
Canuckettes 7, Socony 7.	
U.S.S. Mindanao 10, C.B.A. 9.	

H. Nis-R, well-known lawn bowler, returned to the Colony recently from Home leave.

K.C.C. BEAT L. CRAWFORDS

Although rain threatened throughout yesterday morning, it was possible to finish a lawn bowls match played between Kowloon Cricket Club and Lane, Crawford's. K.C.C. won by 23 shots.

Judging by some of the heads not all the players—and that applies to both sides—were particularly expert but a good time and an excellent buffet breakfast tiffin, not the least pleasing of which was the lettuce from Mr. Brown's garden, was had by all.

In the early heads, Lane Crawford's had much the worst of matters and K.C.C. soon had a comfortable lead, but, when the mysteries of the game were explained and the knowledge absorbed by some of the novices, they proved their adaptability and rapidly made up leeway.

On the final count being taken, however, it was discovered that Teddy Fincher's vixen rink was the only one up, and only by the narrow margin of one shot.

The final head of the match was being played on most rinks when the rain came down in torrents and drove the players to shelters, although it was found possible to finish off the one outstanding head before a final adjournment was made for further refreshment.

Following were the scores:	
K.C.C.	Lane Crawford's
A. E. P. Guest	H. Burson
S. A. Gray	T. Edgar
E. Curt's	A. B. Hamson
V. C. Labrum	A. W. Brown
(Skip) 27	(Skip) 10
J. H. S. Duncan	H. W. Bonner
D. Glover	W. C. Ogley
N. A. E. Mackay	G. Tanner
R. B. Wellwood	H. W. Randall
(Skip) 23	(Skip) 16
H. Brokenshire	E. G. Baker
R. T. Burch	S. Carr
A. Steven	T. A. Madar
L. Jack	E. C. Fincher
(Skip) 19	(Skip) 20
Total	69

F. R. Kermani, who paid a visit here a few months ago and played hockey for C.B.A. and cricket for Craigengower, is now turning out for Lusitano in the Shanghai Hockey League. In the same team is L. Oliveira, who made a name for himself at aquatics when an undergraduate at Hong Kong University.

SATURDAY'S SPORTS

FOOTBALL

South China overcame a stiff hurdle in their quest for the Senior Championship Title when they beat Eastern by the odd goal in five, thus making a play-off with Sing Tao probable.

Police beat Chib 2-1, Ferrier scoring the winning goal from a penalty in the closing stages of the game.

Service Corps and Engineers entered the First Round of the Junior Shield when they eliminated Middlesex and Kowloon respectively. The former were being led at 3-1 at one time and in the extra time scored three times without reply.

RUGBY

The Semi-Finals of the International Rugby Tournament were played on Saturday and resulted in Scotland beating Wales by 31-0 and England accounting for Ireland by 8 points to nil.

The final should be a close affair with Scotland likely to win.

CRICKET

Only two games were played on Saturday owing to the rain, though several games were started. Recreio Seniors drop valuable points when they were held to a draw at Pokfulam. Recreio scored 173 for 3 and when stumps were drawn University had 94 for 7 wickets.

At King's Park University Juniors were beaten by 63 runs by Recreio although the undergraduates made a great effort to force a draw.

BATTING	
E. L. Gosano	81
M. A. Remedios	44
E. G. Gosano	36
G. N. Gosano	32
H. A. Barros	32

BOWLING	
E. Mozura	4 for 15
P. M. N. da Silva	6 for 18

"He won everything in racing," is the epitaph I once heard about Percy Peck, famous British trainer. It could well be applied to James Scobie, who has died, aged 82.

Scobie, father of Norman Scobie, Sir Charles Hyde's trainer, won more than £200,000 for his patrons. Success followed him in Melbourne Cup and seven in Victoria Derby.

MACAO CASH SWEEP RESULTS

Following are the results of Cash Sweeps at Macao yesterday.

Race No. 1	
No. 135	\$194.60
" 242	55.60
" 251	27.80
Unplaced ponies (\$7.70 each): Nos. 243, 148, 277, 187.	
Race No. 2	
No. 220	\$218.40
" 122	62.40
" 363	31.20
Unplaced ponies (\$5.80 each): Nos. 148, 424, 14, 39, 228, 474.	
Race No. 3	
No. 7	\$222.00
" 150	63.40
" 314	31.70
Unplaced ponies (\$5 each): Nos. 74, 149, 336, 301, 125, 500, 65.	
Race No. 4	
No. 251	\$85.80
" 150	85.80
" 152	19.10
Unplaced pony (\$21.20) No. 175.	
Race No. 5	
No. 24636	\$8,920.38
" 20111	2,548.68
" 14752	1,274.35
Unplaced ponies (\$128.72 each): Nos. 3642, 101, 13202, 3801, 14272, 12262, 23176, 23673, 13561, 17009, 6025.	
Race No. 6	
No. 40	\$237.00
" 232	67.70
" 186	33.80
Unplaced pony (\$37.60) No. 114.	

YESTERDAY'S CRICKET AT K.C.C.

Although the heavy shower of rain at about 1.45 p.m. yesterday prevented the match started according to schedule, three hours' cricket was possible at Kowloon Cricket Club yesterday, the home team beating a side from one of H.M.'s Merchant cruisers now in port by 23 runs.

Starting at 3.15, K.C.C. had first lease of the wicket, it having been previously agreed that a set time would be allowed each side, and ran up 111 for 6, Curtis, Burch and Fenton reaching the twenties. The visiting bowlers were not very good but Russell did well to take 2 for 14.

The sailors did not fare very well with the bat and apart from a useful innings of 32 by their captain, McGee, did little. Gray took 4 for 3 and Bertram 3 for 14.

Following were the scores:	
K.C.C. 2ND XI	
B. D. Lay, c Goodenough, b Russell	8
E. Curtis, b Spilling	24
L. R. Burch, run out	20
R. Leigh, b McGee	9
H. Brokenshire, b Healey	5
F. Crabbe, run out	2
R. J. Fenton, not out	28
J. H. Bertram, not out	3
Extras (B12)	12

Total (for 6 wickets dec.) 111.
K. M. Baxter, A. Zimmermann and S. A. Gray did not bat.

Bowling Analysis				
	O.	M.	R.	W.
Spilling	4	0	45	1
Russell	4	0	14	2
Hayland	1	0	18	0
Healey	2	0	7	1
McGee	1	0	15	1

H.M.'S SHIP			
Elvis, c Curtis, b Gray	1		
Hayland, c Zimmermann, b Gray	3		
Goodenough, c Curtis, b Gray	7		
Healey, c Curtis, b Gray	1		
Russell, b Bertram	1		
McGee, run out	32		
Allister, l.b.w., b Leigh	10		
Chown, b Bertram	2		
Cay, c Gray, b Bertram	1		
Spillane, Zimmermann	17		
Thlan, not out	6		
Extras (B2, LB1, WE2, NB2)	7		

Total				3
Bowling Analysis				
	O.	M.	R.	W.
Zimmermann	4	0	18	1
Gray	3	1	5	1
Bertram	6	2	14	3
Leigh	5	0	40	1
Burch	0	0	0	0

C.R.C. ANNUAL MEETING

The annual meeting of the Chinese Recreation Club was held yesterday. The following were elected to the committee: Messrs. Yu Tak-chung, Chan Wai-yeung, Lee Wai-tong, Chau Kwun-lam, Ho Ka-lau, Yu Tak-man, Siu Chun-chui, Wong Wing-ming, Ling See-fan, Leung Ping-nok, Tanny Yeung-fook, Wong Kwook-sau, Lam Yuk-ying.

The Story Behind Henry Armstrong's Retirement

In view of the message received from New York on Saturday to the effect that Henry Armstrong had decided to leave the ring, the following article by Jack Mahon on October 20 last year is of special interest:

The saga of one of the greatest fighters to come along the Mike leading to Bashed Beezer Boulevard will be concluded or renewed on the results of a surgeon's scalpel. We're speaking of little Henry Armstrong, ex-hobo, who punched his way out of the breadline into the ranks of ringdom's great by winning three world's titles and who, to-day, awaits the verdict of his doctor on whether he can ever fight again. Henry, blinded by the flailing fists of Fritz Zivic, who dethroned him only two weeks ago, had both eyes operated on last Sunday but cheerfully predicts he'll be as good as ever and will win back the title from Fritz on January 17.

[Zivic won last Friday on a technical knock-out in the 10th round.—Sports Ed.]

The cynics are not so sure Henry had scar tissue removed from both brows. This was caused by added cuts and swellings in his last half dozen fights but it will be at least a month before

a real decision can be made on when he can fight again. If at all. Armstrong's eyes, cruelly battered in more than 150 fights in the last four years, were completely closed, broken, bleeding and in desperate shape when he fell against Zivic at Madison Square Garden.

Henry's face has been bothering him for considerable time. Unusually puffiness appeared under both eyes shortly after his draw with Ceterino Garcia on the Coast last March, and was noticeable all year. Henry's manager, Eddie Michel, wanted Armstrong to undergo an operation much earlier to correct the condition, but Henry vetoed the idea.

Irritated Orbs

As he fought his way up to the Zivic fight, Henry became increasingly conscious of the irritation. His last two fights, with Paul Junior and Phil Furr, prior to the Zivic affair, saw welts raised under both eyes and, when Fritz started belting Henry with

that jolting right hand, the champ's eyes went up like balloons—and just as fast.

Armstrong's left eye was closed by the fourth round of the fight. The right was bleeding as early as the seventh and hermetically sealed all through the last three rounds.

Operation Necessary

Dr. Alexander Schiff, Armstrong's physician, announced after the battle that Henry would have to undergo a corrective operation and rest for two months before he could fight again. He will go to Hot Springs, Ark., to recuperate.

Schiff said there was nothing serious about the condition, at the moment, but indicated that a recurrence of the four cuts, swellings and possible infection, could be extremely serious. That prompts the question Henry must answer if he hopes to come back.

At 27, is it worth while trying to recapture a vestige of fleeting glory and risking ruining your eyes? Or should he retire now,

moderately wealthy, with the knowledge that he went down with the cheers of the mob ringing in his ears as a sincere tribute to a real champion?

Three Titles

Henry won the featherweight title from Pete Sarron in '37, took the lightweight crown from Lew Ambers and welter title from Barney Ross.

He abandoned the feather title because of the lack of competition, lost the 135 pound crown back to Ambers, because he was penalised five rounds for fouling, and finally blew his 147-pound diadem to Zivic. In his three meteoric years of battling, Henry established one of the greatest records for title-defense in ring history. He met all comers, and defended the welter title alone, 20 times.

He has been a credit to his race and his profession and it is hoped — whatever he decided to do about

IMPORTANT BADMINTON MEETING

An important meeting of Hong Kong Badminton Association is scheduled for the 24th of this month. Among the business to be discussed are the annual championships, which promise to be more interesting than ever this season, with K. W. Choy, the newcomer from Malaya, expecting to take several titles.

a comeback — that the decision will be the best for himself and the fans who respect him.

NO UNIFORM TO FIT HIM!

Sixteen-stone 6ft. 4in. Aircraftman Pat Floyd, three times A.B.A. heavyweight champion, has presented the R.A.F. with a tailoring problem, writes a Home correspondent. They cannot find a uniform big enough for him!

Pat is to undergo a P.T. course but while waiting for enough cloth to be collected he is filling in his time with fatigue duties.

Floyd has his compensations, however, for he tells me he has been asked to box for his camp and despite more than a year's absence from the ring he is looking forward to trying the gloves on again.

Floyd in his heyday was dubbed the amateur Billy Wells probably because of a similarity of style and build and the streak of inconsistency both displayed.

Floyd has certainly lost verdicts to men he should have beaten easily, but he is without question the most stylish A.B.A. heavyweight champion we have had since the last war.

What Gene Tunney Said

Floyd's most recent appearance in championship events was in 1938, when he unaccountably lost in the final to his former Battersea clubmate, George Preston, a comparatively diminutive heavyweight whom most of us thought he would beat.

Floyd did not attempt a comeback, but a serious illness diagnosed as he was about to step into the Stadium Club ring kept him out of the game for many months.

Golf became his most strenuous sporting activity.

In addition to his three premier titles, Pat has collected dozens of international singlets.

He was our No. 1 heavyweight in the first "Daily Sketch" Golden Gloves match.

His victory over the New York negro, Jim Howell, was described by referee Gene Tunney as one of the best displays of amateur heavyweight boxing ever seen in the States.

Why They Call Him Pat

Outside of championship events Floyd's chief claim on our memories is his series of encounters with his team-mate in America, Fireman Tony Stuart.

These two giants have met each other more than thirty times, and neither could tell you for certain who has collected the more decisions.

Tony has finished with the game, but it seems as though the R.A.F. is giving Pat a new lease of boxing life.

Floyd's Christian name, by the way, is Hugh. He was labelled Pat by an old-time instructor, who declared that a fighter should have a fighter's name.

And he made a good choice, for Floyd is of Irish extraction.

Three reasons for BURLEIGH popularity:



PIERRE LAVAL BACK

Vichy Says Misunderstandings Smoothed Out

MR. WILLKIE AS AMBASSADOR TO BRITAIN?

"I know nothing of it," Mr. Wendell Willkie declared yesterday to reporters when questioned about reports that he might be appointed Ambassador to London.

Mr. Willkie then flew to Washington for a talk with Mr. Cordell Hull, Secretary of State, before setting out for Britain. He added that while he is in Britain he hopes to gather information concerning effects the end of the war might have on British and American economy.—Reuter.

GREEKS TAKEN AS HOSTAGES

It has now been established, says a Reuter despatch from Athens, that 24 well-known Greeks were carried off as hostages by the Italians from Argirokastro and neighbourhood. Their fate is unknown.

Meeting With Petain To Have Sequel

TWO MOVES OF POSSIBLE FAR-REACHING SIGNIFICANCE WERE REPORTED FROM VICHY LAST NIGHT.

They referred firstly to the reported forthcoming meeting between Hitler and Mussolini; and secondly, to the conversation between Marshal Petain and his former foreign Minister, Pierre Laval.

A Berne despatch to the Havas Agency says that according to newspaper reports in the Swiss capital, Hitler left Berlin for an unknown destination.

The same despatch adds that a well-informed source in Berne states that Mussolini also left Rome.

It was officially announced in Vichy that Marshal Petain received M. Laval and that all misunderstandings, which led to the incidents on December 13 last year, when Laval resigned from the post of Vichy Premier, have now been smoothed out.

"Political Sequel"

No further indication is given in official circles concerning the subject of Marshal Petain's talk with M. Laval.

Observers at Vichy believe, however, states the Havas Agency, that the meeting will have a political sequel shortly.

The meeting took place in a chateau in the Allier Department.

Meanwhile nothing is known in authoritative circles in London of any meeting between Hitler and Mussolini yesterday.

The German radio also made no mention of any meeting having taken place yesterday between Hitler and Mussolini.—Reuter.

FRENCH HAVE ONE MORE CHANCE

Up to late yesterday evening, there was still no announcement from Vichy about Saturday's Cabinet meeting, but there were significant articles in two newspapers—one German and one French.

The German paper is Field-Marshal Goering's own, the "National Zeitung" of Essen, which declares that "the French have one more chance. Everything depends on whether the French will realise their true position."

In another article, the paper admits that Frenchmen who considered it necessary to turn away from Britain are "not yet very numerous, but on these few Frenchmen France must base her policy."

In contrast, the Vichy paper "Jour Echo de Paris" writes on the great effect on France of America's announcement of her intention to help Britain all she can.

The article says:—"America is a democracy. Will she know how to profit from our mistakes? Will she be able to avoid the long-winded discussions in Parliament and the lack of understanding by workers?"

"Military and political relations between the United States and Canada grow closer every day."

"It is without precedent that Halifax should have two Ministers with him when he goes to the Washington Embassy."

The article concludes:—"Soon, one will not speak of Great Britain's position in the world struggle but of the position of the Anglo-Saxon world."

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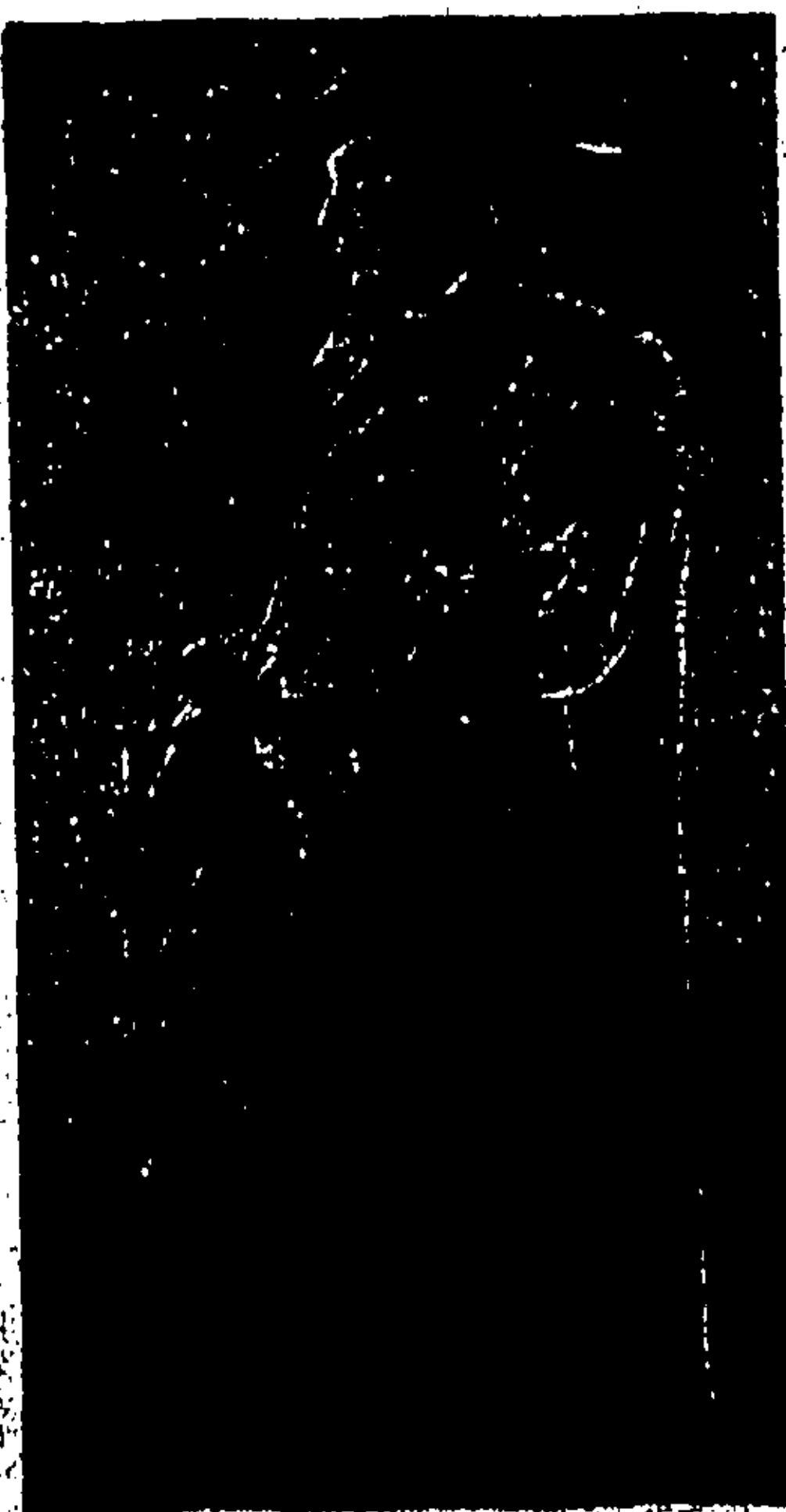
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HITLER AND MUSSOLINI STAGING A CONFERENCE

HONG KONG RESIDENTS ARRESTED ON BORDER

Three Europeans—two men and a woman—were arrested by a Japanese sentry at Shataukok yesterday afternoon and their release was not obtained until 1.30 this morning, following intervention and representations by the local authorities.

The three hikers were

Rev. H. D. Rosenthal, Vicar of Christ Church, Kowloon Tong;

Mr. A. S. Potter, of Dodwell's, and

Miss E. M. Hansey, a Nursing Sister.

They were hiking on the hills at the back of Shataukok yesterday afternoon, and in the course of the hike they failed to realise that they had crossed into Japanese "occupied" territory.

Suddenly they were challenged by a Japanese sentry on the hillside and compelled to accompany him to the officer in charge of the Japanese troops at Shataukok.

They were searched and questioned at length, but the Japanese officer was not satisfied and demanded that a representative from the Hong Kong Government be sent to negotiate for their release.

A message was sent to the Shataukok Police Station and eventually, following representations by the Hong Kong Government, the three were released at 1.30 a.m. to-day none the worse for their experience.

Rev. Rosenthal's Story

According to Rev. Rosenthal, they were met by a Japanese patrol and taken to Japanese military headquarters at Shataukok where they were questioned and requested to sign a declaration that they were found in Japanese "occupied" territory.

This they did and word was sent to the Hong Kong authorities to send a representative to escort the three back to British territory.

Major Boxer and the Superintendent of Police went across and brought them back at about 1.30 a.m.

During their detention they were provided with light refreshments by the Japanese.

GALLANT GREEK SUBMARINE LOST

(SPECIAL TO "CHINA MAIL")

The Greek Ministry of Navy in Athens intimates that the Greek submarine Proteus was lost after she sank a troop-laden Italian transport in the Adriatic 21 days ago.

A communique says that the 700-ton Proteus, which had a normal complement of 41 officers and men, has not returned to base since the day she achieved her spectacular feat. — International News Service.

German Fire Raid In South

After a quiet day, marked only by the shooting down by British fighters of an enemy bomber in the Channel, the alert was sounded in London some time after dark last night.

A burst of gunfire was heard soon afterwards but a quiet spell followed.

Enemy aircraft were reported near a West of England town, a Midlands town and an East Anglian town last night.

South Coast Attacked

Large numbers of raiders approached a South Coast town. Incendiaries were showered on it but fire watchers and others were prepared and many were soon extinguished.

There was little German air activity "round our coasts" during yesterday, states an Air Ministry communique.

A single enemy plane dropped bombs on an East Coast town in the morning but damage was little and casualties few. — Reuter.

New Joint Axis Moves Expected

(SPECIAL TO "CHINA MAIL")

DIPLOMATIC CIRCLES IN BERNE REPORTED LAST NIGHT THAT HITLER AND MUSSOLINI ARE STAGING A MOMENTOUS PERSONAL MEETING THIS WEEK-END FROM WHICH SOME LARGE-SCALE AND SPECTACULAR ITALO-GERMAN ACTION IS EXPECTED.

It is reported that the conference will be attended by high-ranking German and Italian officers and it is understood the meeting will be concerned mainly with joint Axis moves in the Mediterranean.

It is also reported that the Dictators may formulate a more definite Italo-German attitude towards the projected "all out" aid to Britain by the United States.

The question of France is also reported to be on the agenda.

Pressure On France

Observers noted that the reported meeting is being held on the eve of President Roosevelt's inauguration, and special significance therefore is attached to the conference.

Diplomatic observers expect quick Italo-German pressure on France, possibly designed to ob-

tain Axis use of French naval bases and ships.

A German drive through Spain against Gibraltar and a Nazi push through the Balkans against Greece, risking war with Turkey, are also considered possibilities in the near future. — International News Service.

Not Officially Confirmed

Reports originating in Rome press circles that Hitler and Mussolini were to meet in Germany yesterday or to-day are not confirmed in either Axis capital but political observers in Zurich regard an early renewal of the Dictator's conversations as probable in view of the changed situation in the Mediterranean after the sweeping British and Greek victories.

Extent of additional help from

Jockey Killed In Macao

A Chinese jockey, Poon Hon-lam, riding Radium Star, was fatally injured, and F. N. Marcal, riding Georgie, was seriously injured, in an accident in the first race at Macao yesterday.

Georgie, who it will be recalled caused a serious accident with Mr. G. W. Sewell in Hong Kong some little time ago, commenced to buck and rear just after the start of the six-furlong race, in which he was out among the leaders, and threw his jockey.

In the melee which followed, the riderless Georgie must have collided with Radium Star, whose jockey was also unseated.

Actually what happened afterwards is not quite clear, but the other ponies passed over the prostrate jockeys and Poon Hon-lam received a kick on the head, which caused concussion and his subsequent death in hospital.

F. N. Marcal was also severely kicked and was taken to hospital with a severe gash across the face. It is feared he suffered other injuries in addition.

The jockey, Poon Hon-lam, who was fatally injured, was not very well-known in Hong Kong, where he was not registered for riding.

Germany to her battered ally will doubtless form the basis of the discussions. — Reuter.

TWELVE PACIFIC RAIDERS

The "Manila Bulletin" this morning prominently publishes stories by 98 Filipino survivors from three British vessels sunk by German raiders in the Pacific in December.

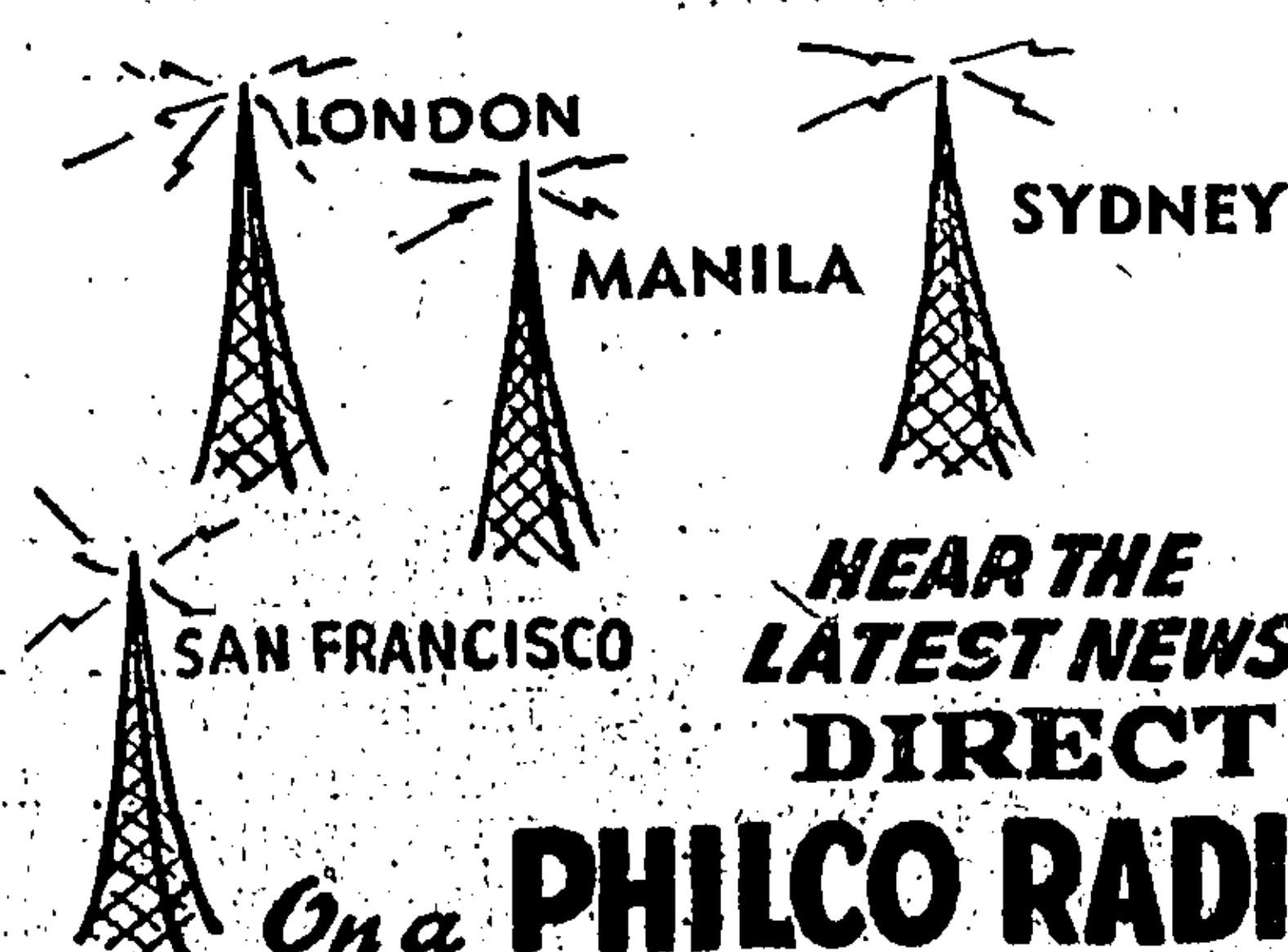
The reports state there are 12 German raiders in the Pacific and 12 more being fitted out in Japanese ports.

The survivors, who landed in Manila last night, described three raiders which they saw. Two were armed with heavy calibre guns and any of the three could face a light cruiser.

The Narvik, a vessel of about 10,000 tons, was called a black ship without any identification marks. She carried twelve 4-inch and 8-inch guns, with two torpedo tubes.

She also carried two dive-bombers and three Heinkels and is capable of a speed of 22 knots.

Survivors told vivid stories of their ordeal but said they were well treated. — Reuter.



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RICE CARGO DETAINED

PLEADING GUILTY TO EXPORTING 75 BAGS OF RICE ON BOARD A TRADING JUNK, NO. T3100H, WITHOUT A PERMIT FROM THE FOOD CONTROLLER, WONG PUI, 20, JUNK FOKI, WAS FINED \$500 BY MR. E. HIMSWORTH.

Sergeant Galvin, prosecuting, said the junk was searched in Quarry Bay and 75 bags of rice, valued at \$1,600, were found on board. Accused, who was in

charge of the junk, admitted he was taking the rice to San Mei. The junk, with the rice, were ordered to be detained until the master paid the fine.

Leung Chin, 30, junk foki, of boat No. 2864V, was remanded when charged with moving 70 bags of rice, valued at \$1,670, on board his junk without a permit from the Food Controller on Friday.

Accused who is on \$500 bail, will, said Sergeant Galvin, be defended by Mr. C. A. S. Russ.

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Protracted Bombardment Of Town

(SPECIAL TO "CHINA MAIL")

IT WAS REVEALED in Cairo that R.A.F. bombers dealt flaming destruction in the encircled Italian port of Tobruk and other Fascist African bases while howling desert sandstorms brought land operations to a virtual standstill.

Battling treacherous head winds and air pockets to reach their objectives R.A.F. squadrons delivered a protracted bombardment of Tobruk, igniting two big fires and causing eleven violent explosions.

Other bombers raided the formidable coastal stronghold of Derna where "a large number of bombs was dropped on army barracks."

Simultaneously Italian bombers raided British airfields near Tel Aviv, Palestine, and the Suez Canal.

Two raid alarms were sounded in Cairo and Alexandria but no bombs were dropped. — International News Service.

Huge Fire

Tobruk, against which the R.A.F. resumed the air offensive on Thursday night, was again raided on Friday night.

A huge fire, states an R.A.F. communique issued in Cairo yesterday, was caused near petrol dumps. Other damage could not be observed owing to weather conditions but all bombs fell well in the target area.

One Italian bomber was shot down by an Australian squadron. R.A.F. operations in Italian East Africa the same night included the bombing of a large

MALTA HARBOUR BOMBED

The Near East war, in which German dive-bombers and British troops shared the limelight, continued to hold attention yesterday as bad weather drew a screen over the war in the West.

The German air force, seeking to aid Italy by gaining control over central Mediterranean waters, made another attack on the British naval base at Malta yesterday, according to Berlin reports.

No account of the raid has been received from Malta direct but apparently the Germans switched the attack back to the harbour, after bombing R.A.F. aerodromes on Saturday.

German dive-bombers are now being protected by German and Italian fighters and the Germans admit losing three more aircraft to R.A.F. fighters who, although outnumbered, shot down six in combat on Saturday, making a total of at least 11 since Thursday. — Reuter.

SWASTIKA TORN DOWN IN SAN FRANCISCO

Police answered "riot calls" when several youths ripped the swastika from the flagstaff of the German consulate in San Francisco yesterday while a crowd of several thousand blocked the street outside the consulate. The flag was unfurled to celebrate the foundation of the Reich in 1871.

Earlier there had been a demand either that the swastika be removed or that the consulate fly the Stars and Stripes alongside. — Reuter.



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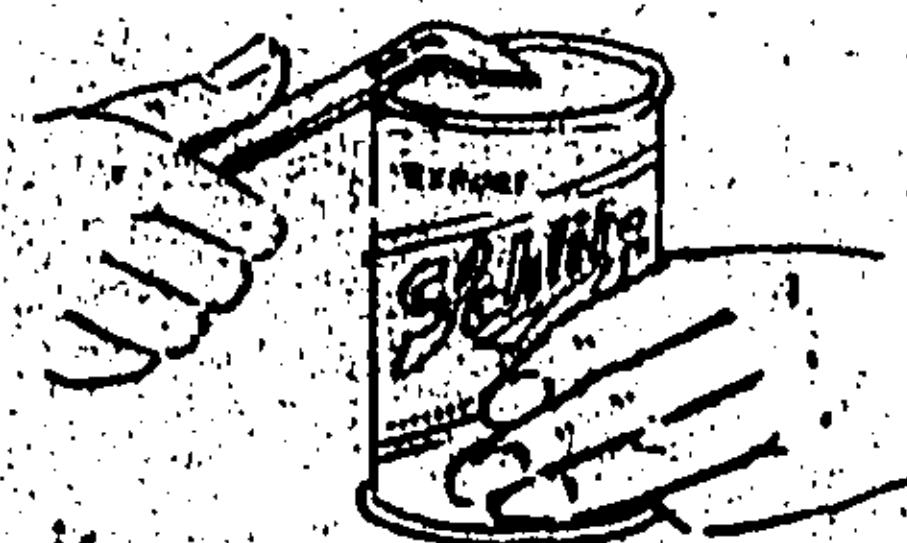
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KASSALA FALLS TO BRITISH

Fresh Successes For General Wavell's Forces

Italian Troops "On The Run"

FRESH SUCCESSES for the British forces in Africa were announced in Cairo yesterday with the re-occupation of the strongly defended post of Kassala, on the border of the Anglo-Egyptian Sudan and Italian Eritrea, and the pursuit of Italian troops "on the run."

A communique states: "Our troops have re-occupied Kassala. By intensive patrols over a period of a week our troops, at low cost to themselves, have inflicted daily casualties on the enemy, who has been forced to evacuate strongly defended positions in and around Kassala."

"Italian troops all along this front are retreating, pursued and harassed by our mobile detachments."

British pressure on the borders of Abyssinia — inside which Abyssinian patriots are active — continues with "active patrolling in the Metamma region and Gallabat."

No Change In Libya

It is officially stated there is no change in the situation in Libya and nothing of importance to report in Kenya.

The Italians occupied Kassala, which actually lies 18 miles north of the Eritrean frontier, in July last.

Since November operations by British and Indian troops have been taking place in the hills north-east of Kassala, with a view to threatening the right flank of the Italian force holding Kassala. — Reuter.

KENNEDY WANTS AID TO BRITAIN

BROADCASTING from New York, Mr. Joseph Kennedy, former Ambassador to Britain, said he advocated the utmost aid for Britain but this must not go to a point where war would become inevitable.

If, after the resources of Britain were used up, he would prefer assistance given by outright gifts.

CHAPLIN GOES DOWN WELL

Charlie Chaplin's new film, "The Dictator," has had a very enthusiastic reception at its first showing in Uruguay, says a Montevideo message.

Near the end, when Charlie makes a speech in favour of democracy, the large and enthusiastic audience threatened seven Fascist sympathisers who tried to demonstrate.

The Fascists were later arrested and detained by the police, in spite of an attempt at intervention by the Italian Minister.

The press of Buenos Aires and Montevideo gives unanimous praise to the democratic nature of the film and its significance to the present time.

One paper calls it "extremely heartening."

Another paper, in a review three columns long, says:

"Chaplain is defending the imperilled but imperishable ideal of fraternity among men."

CHURCHILL A GREAT REVOLUTIONARY

The Indian Labour leader, Mr. M. N. Roy, addressing the Anti-Fascist Conference at Calcutta yesterday, said: "We must throw in our forces at the side of Britain because she is fighting for our interest."

Mr. Churchill, guiding the front rank of fighters against the bulwark of world reaction, is a greater revolutionary force than all Congress leaders, Right and Left, put together, who are only obstructing that fight." — Reuter.

(Continued from Next Col.)

The Maharaja of Patiala, in a message to the conference, said: "We must implement last August's pledge to the British Commonwealth to support the fight for human progress, and realising it is our religious duty, we must carry out our pledged word to those who are fighting for ideals identical to ours." — Reuter.

SIKHS RALLY TO BRITAIN

A meeting of Sikh leaders from all over the Punjab, among whom were several members of the Shiromani Akalidial, at Lahore yesterday passed a resolution to form a Khalsa (Sikh) Defence of India League to maximise the Sikh effort for the defence of India and to ensure the victory of Britain.

The Maharaja of Patiala will be patron and general president of the League while Sardar Raghbir Singh of Amritsar was unanimously elected president.

The meeting issued a clarion call to every Sikh to enlist in the army, navy or air force and so support Britain to the utmost of Sikh manpower and also to maintain the Khalsa tradition of unswerving devotion to duty and strict discipline and determination to win.

Religious Duty

It also congratulated Sikhs for heroism on the Libyan front and resolved to effectuate the above decisions.

(Continued at foot of preceding Col.)

BRAVERY OF A TANK N.C.O.

THE RESOURCES and courage of British troops in the Western Desert campaign is well illustrated by the remarkable story of a Corporal of the Royal Tank Regiment, who has just been awarded the Military Medal.

He was in command of a light tank during the attack on Capuzzo and did not retire with the rest because the driver had not received the order to withdraw.

COLONY ARP POSTS COMPETE

Under A.R.P. Training Officer M. L. Bevan, a very successful inter-post sector exercise competition was held in District "B" of the Tsimshatsui Division yesterday morning.

The competition started at 9.30 a.m. and was not completed until 11.15 a.m., some 28 Warden's participating.

A.R.P. Post No. 20 won the competition.

In the course of the exercise the competitors had to deal with high explosive and gas bombs. Altogether there were eight "incidents" staged at different spots in road and Peking Road.

The tank was struck by a small shell, the driver being knocked unconscious and the gunners dazed.

The corporal revived the gunners and ordered him to drive on, although the tank was then under fire from enemy guns on three sides.

Although picked out by a searchlight, the corporal got out, cut through the wire and cleared a path through which the tank could pass. They then re-joined their patrol.

Among other awards is a Military Cross to a Second Lieutenant.

In two attacks on enemy aerodromes he captured two aeroplanes and destroyed another.

Haiphong Road, Lock Road, Ash-lay Road, Canton Road, Hankow Road, and Peking Road.

Mr. Kennedy added: "Many Americans fear Hitler will declare war on the United States if aid to Britain continues but to declare war is outmoded in these days of unbridled force."

"Hitler would declare war on the United States only when he thought such action in his best interests, for the United States has certainly committed acts sufficiently unneutral to justify a less despotic tyrant than Hitler declaring war."

Nazi Paganism

"It is not surprising that the American people desire Hitler's defeat, for he has attempted the devilisation of the world in the name of Nazi pagan philosophy."

Mr. Kennedy declared that after the retreat from Dunkirk and the fall of France, the English defences were in a deplorable condition but in spite of such handicaps and in spite of the fact that the conquest of the British Isles would have given Hitler domination of Europe, the Germans had never been able to secure a foothold on that island. — Reuter.

H.K. IMMIGRATION PROVISIONS

(SPECIAL TO "CHINA MAIL")

IT WAS DISCLOSED BY MR. R. A. D. FORREST, IMMIGRATION OFFICER, THAT NOT ONLY CHINESE, BUT BRITISH SUBJECTS, IRRESPECTIVE OF RACE, MAY APPLY FOR IMMIGRATION CERTIFICATES.

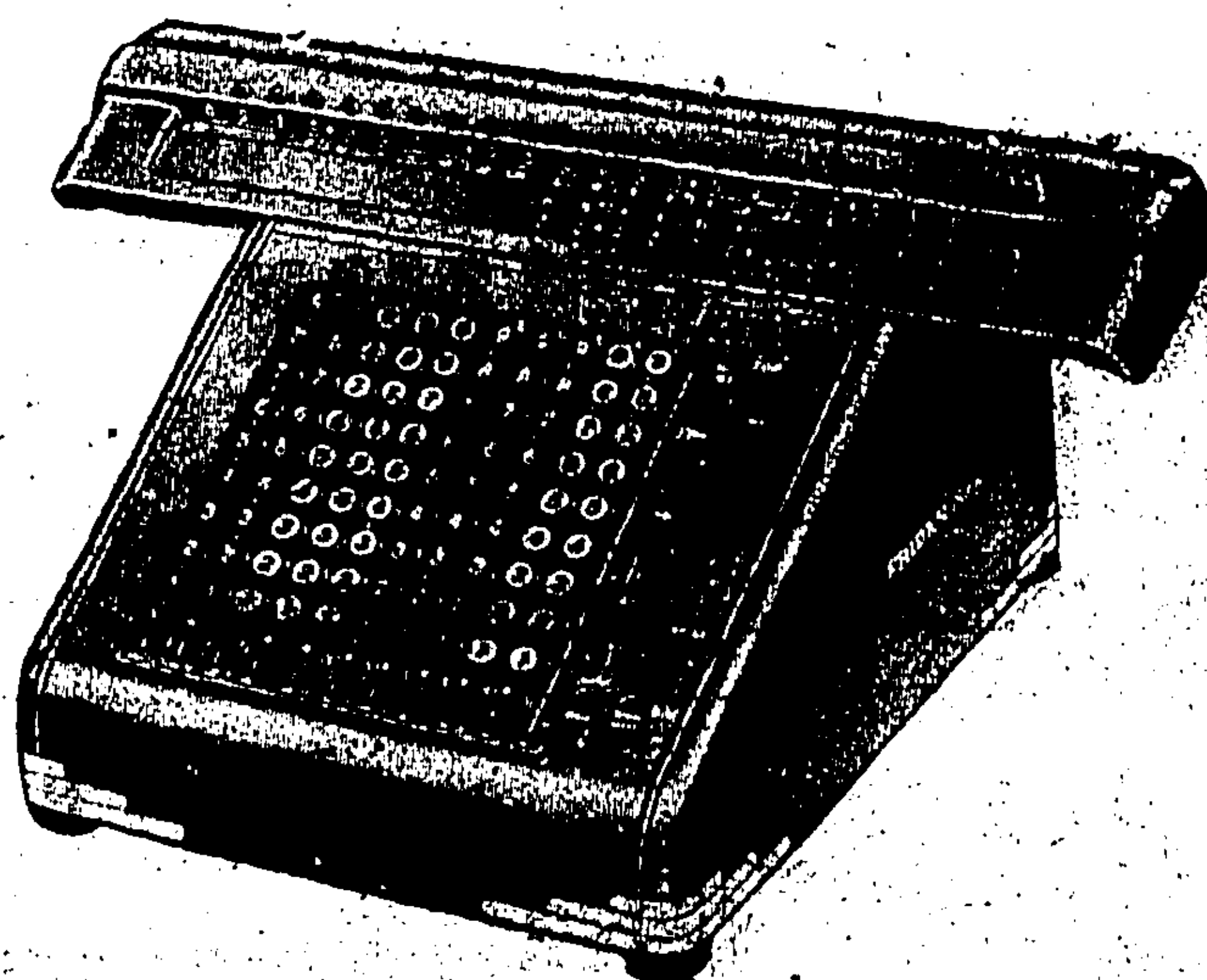
There are many British subjects of Portuguese, Indian and other races in Hong Kong who do not possess passports, said Mr. Forrest.

If necessary, these people may apply for certificates through the authorised channels.

It is also stated that lost certificates may be replaced by paying the fee charged for the originals.

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LUFTWAFFE FORCED TO CHANGE ITS TACTICS

(By Reuter's Air Correspondent)

R.A.F. AND THE Fleet Air Arm opposition to the German air threat in the Mediterranean has forced the Luftwaffe in the short space of eight days to change its tactics.

German fighters are now in action, and besides Stuka dive-bombers other bombers are also operating; these changes are revealed by the Axis High Command's own version of the joint air operations.

For example: on January 10 German 87 dive-bombers were accompanied by Italian torpedo bombers in the attack on a British convoy in the Sicilian Channel.

On January 15 and 16 heavy raids on Malta were made by Junkers 88 as well as 87 dive-bombers, which were accompanied by Italian fighters.

On January 17 single German bombers (presumably long-range types) attacked targets in the Suez Canal Zone by night.

An Old Plan

On January 18 German dive-bombers and other bombers again attacked Malta, and this time German as well as Italian fighters escorted the raiders.

Objectives in the last raid on Malta were R.A.F. aerodromes. This plan of attack follows that adopted by the Luftwaffe over England last summer, after British fighters had forced German dive-bombers to abandon attacks on convoys in the English Channel.

Hurricane fighters shot down five German dive-bombers at Malta on Saturday. Last Thursday they also destroyed five raiding aircraft while five others fell to anti-aircraft gunners.

R.A.F. Retaliation

In the initial blow at the British Mediterranean Fleet on January 10 the raiding formation were not escorted by fighters. As a result 12 planes were brought down, chiefly by Fleet Air Arm fighters, and three British warships were hit.

On Sunday night and again later in the week R.A.F. bombers heavily raided Catania airport in Sicily, one of the Nazi bases. Between 30 and 40 aircraft were destroyed or damaged in the first raid alone.

In two raids several hangars were damaged.

Chief Problem

Chief British problem in combating the German menace is the possession of sufficient land and shore-based fighters.

Already the Germans have had to bring into a service their own fighters to protect the Junker 87's and to employ other bombers.—Reuter.

GERMAN RAID ON MALTA

DAMAGE TO R.A.F. PROPERTY IN THE GERMAN AIR RAID ON MALTA ON SATURDAY WAS NOT OF A SERIOUS NATURE, STATES AN R.A.F. COMMUNIQUE ISSUED IN CAIRO.

British fighters which intercepted a large raiding force were greatly outnumbered. Nevertheless they shot down six raiders and badly damaged a number of others.

As announced in Malta two British fighters were lost but one pilot was saved. Three German aircraft were Junkers 87 and 88 bombers.—Reuter.

PALESTINE HAS FIRST NIGHT RAID

The first night air raid on Palestine occurred in the early hours of Saturday morning in bright moonlight.

Two hostile planes dropped bombs on an open town in southern Palestine but no damage or casualties were caused.

This is the first raid on Palestine since Haifa was attacked by day on September 29, last year.—Reuter.

DELHI TRADE TALKS

It was learned in Rangoon yesterday that negotiations for a new Indo-Burma trade agreement are to start at New Delhi on February 1.

The Burma delegation will be led by the Premier.—Reuter.

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Cary GRANT

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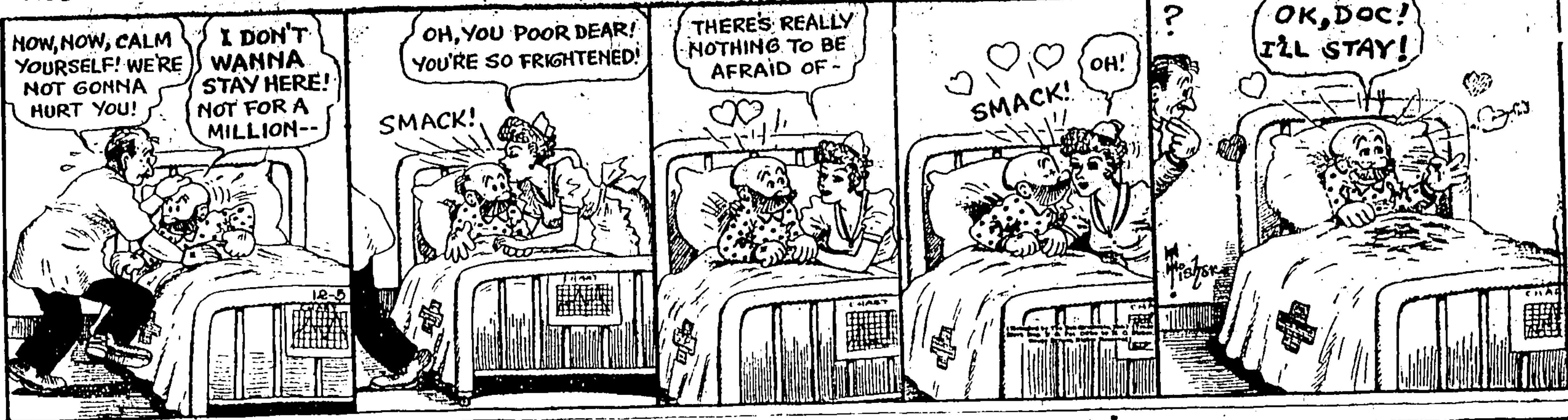
He's no hit with this Mrs.
It's DARING! DELIGHTFUL, DEMENTED!

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Next Change . . . **Stuart Erwin** • **Marjorie Weaver** in
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MUTT AND JEFF

By BUD FISHER



RESEARCH STATION FOR N.T.

Government's plans to increase the productivity of the New Territories have now reached the stage where it is proposed to go ahead with the proposal to establish an Agricultural Research Station in the N.T.

The object is to conduct experiments with a view to improving local agriculture and animal husbandry, and so help to make the Colony less dependant on outside sources for its food supplies.

In a note concerning the inclusion of provision in the Estimates, Government states that if times were normal, it is possible that a grant from the Colonial Development Fund might be made available for this purpose; such a grant can hardly be expected in present circumstances but it is felt that the need for this Station is so pressing that funds should be provided from local sources if the financial position permits.

Accordingly a sum of \$150,000 is provided under Public Works Extraordinary for the erection and equipment of the Station buildings and since the Station will be under the general supervision of the Superintendent of the Botanical and Forestry Department, who has already been gazetted as Agricultural Adviser for the Co-

U.S. READY TO FREEZE CREDITS

PLANS TO FREEZE ALL FOREIGN ASSETS IN THE UNITED STATES NOW ONLY AWAIT THE SIGNATURE OF THE PRESIDENT, ACCORDING TO THE NEW YORK "TIMES" YESTERDAY.

The Order will stop the flow of German, Japanese and Italian funds in and out of the United States.

The newspaper adds that fear of the Order is responsible for the recent exodus of German money.

—Reuter.

lony, provision has also been made for the personnel and maintenance of the Station.

European Officer

The Station will be in the direct charge of a European Agricultural Officer who, it is proposed, will be recruited from another Colony; the salary scale suggested for this post is that obtaining for similar posts in the African Colonies.

One of the most important problems of the moment is to what extent human nightsoil and other waste matters from the urban area can first be rendered harmless from the point of view of public health and then distributed to the farmers of the New Territories as fertiliser; the recent researches of Mr. G. S. Kennedy-Skipton have shown that this matter is worth pursuing and as a first step, on the recommendation of the Government's Agricultural Adviser, a sum of \$60,000 is provided for further practical experiments in this direction.

BELGIAN GIFT FOR AIRCRAFT

The Belgian Government's generosity in presenting through the Finance Minister, M. Camille Gutt, a cheque for £100,000 to the Minister of Aircraft Production, is recognised and warmly welcomed in the London press.

"It is all the more welcome for its complete spontaneity," says "The Times," which points out that the gift comes from a Government which is facing every sort of difficulty and knows the period of strain is far from ended.

Lord Beaverbrook, accepting the cheque, said the British public would welcome the generosity of the gift, an immense sum of money, and the extraordinary spirit of cordiality and support.

It is understood the aircraft when possible will be flown by Belgian pilots. — British Wireless.

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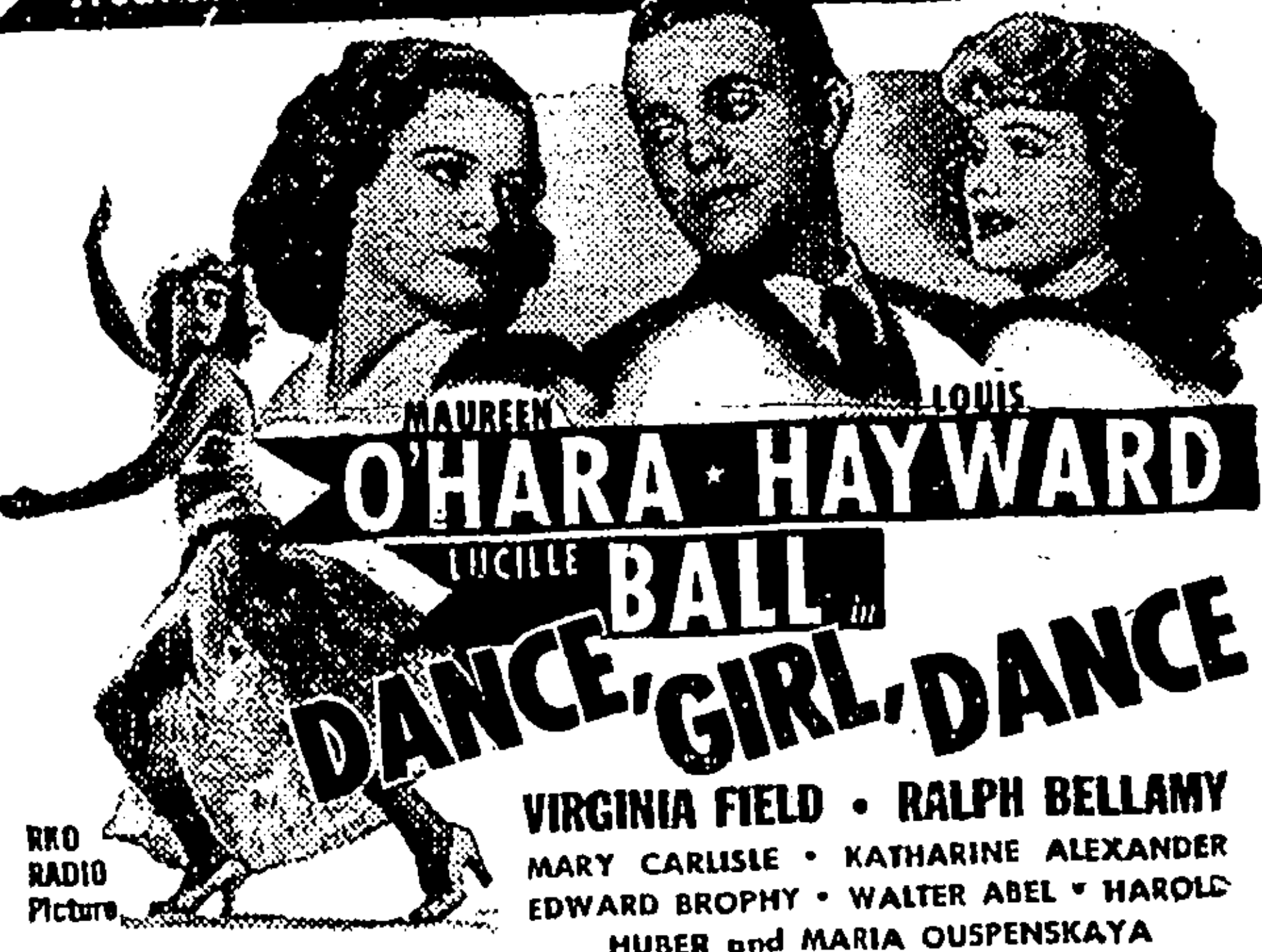
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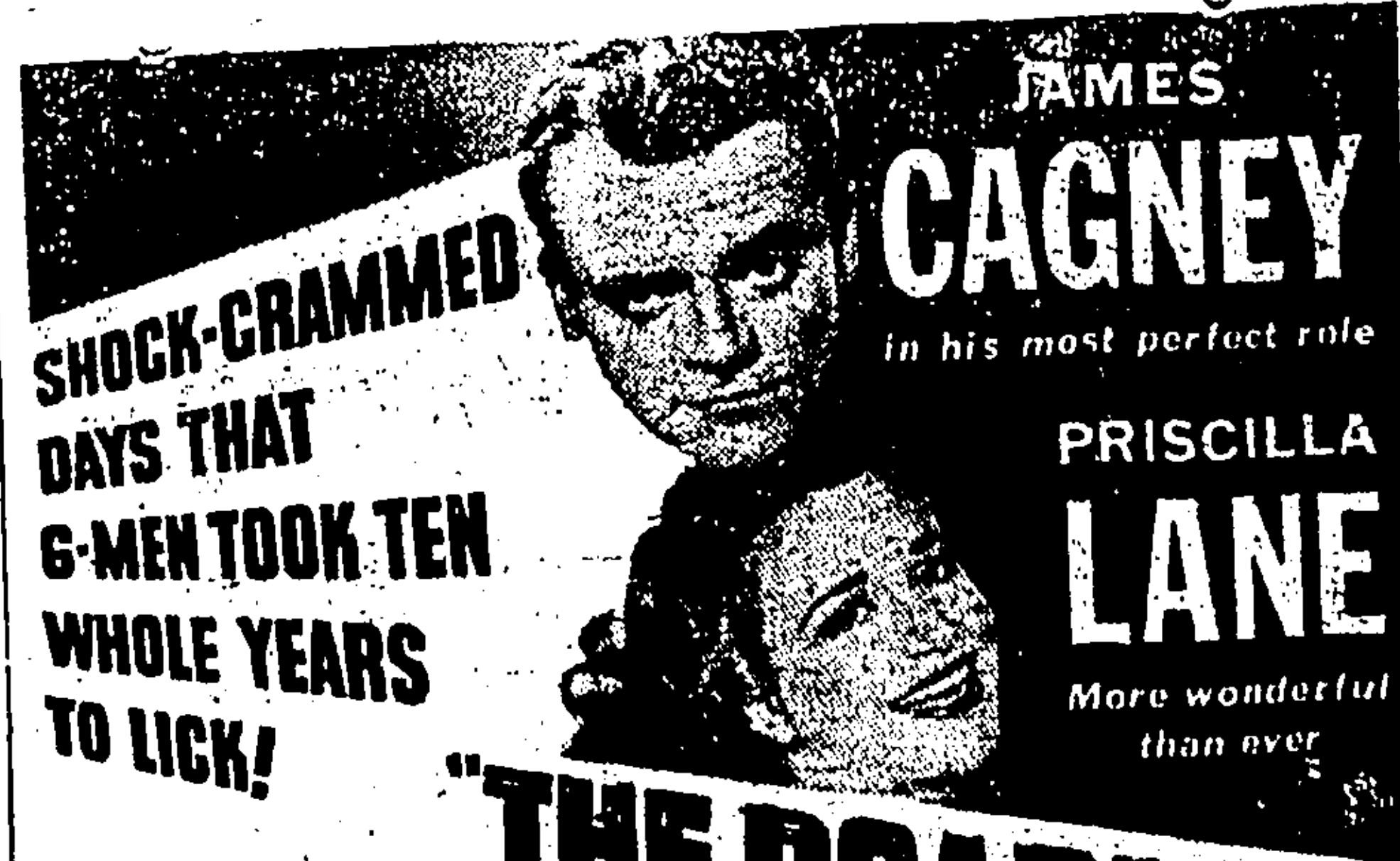
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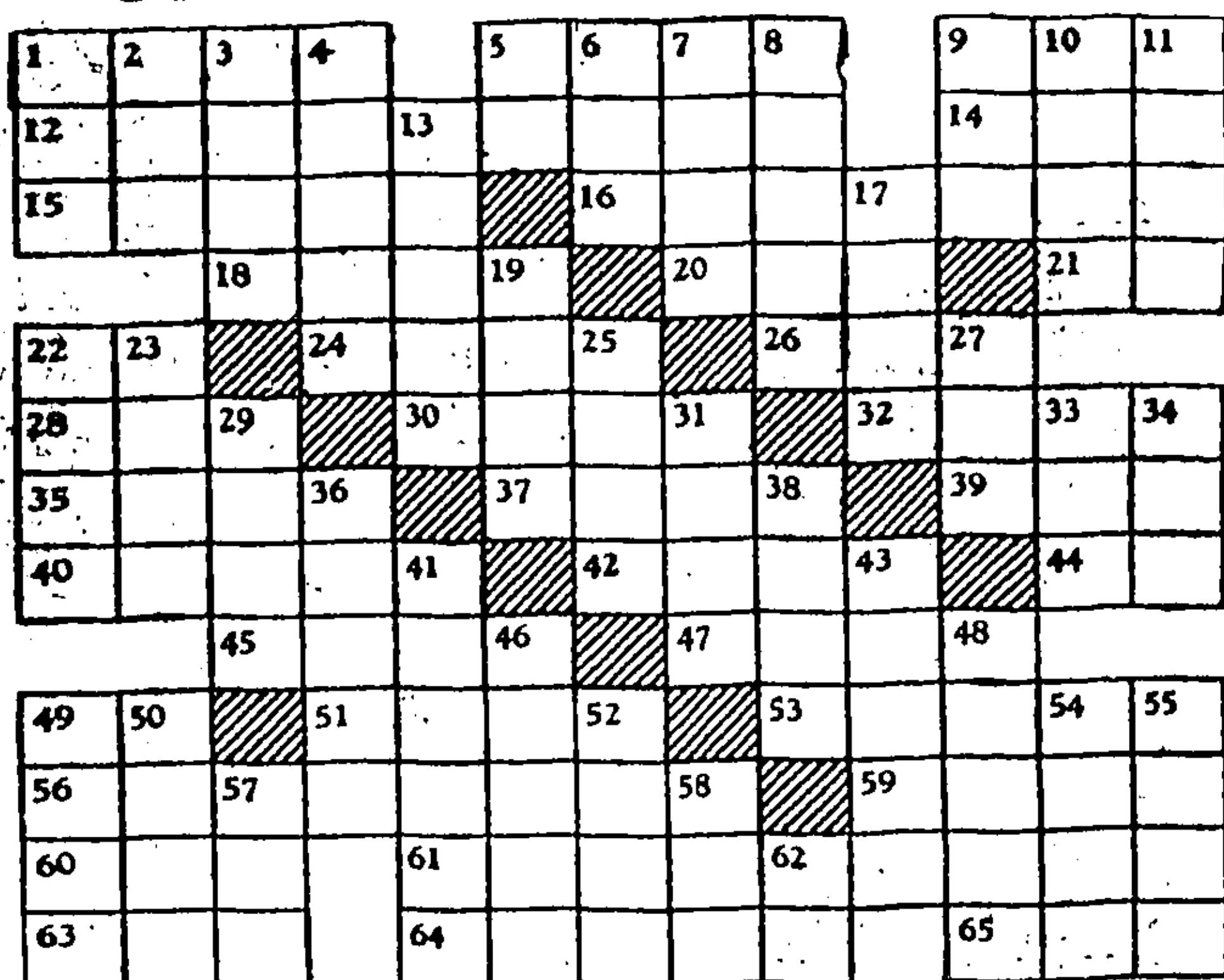
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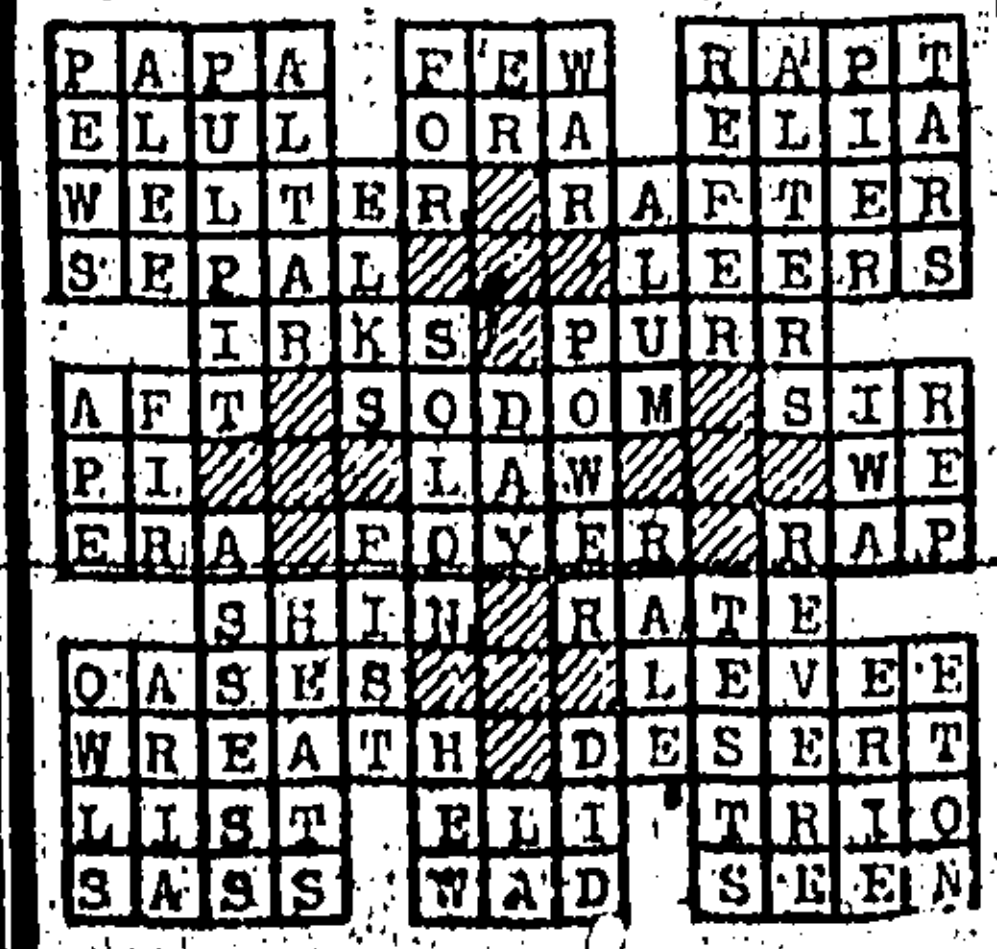
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M.P.'S SHARP ATTACK ON THE ADMIRALTY

ON THE MOTION for the adjournment of the House of Commons Mr. Stokes (Soc.) raised matters concerning the sinking of the aircraft carrier H.M.S. *Glorious* during the withdrawal from Norway in June.

He said that if the captain's death was claimed as an excuse for not giving full publicity and having an investigation into the matter, his answer was that 1,200 gallant men went down at the same time, and their relatives had a right to know what happened.

He might have agreed three or four months ago that it was not in the public interest to discuss the matter, but what advantage could that be to the enemy now that it was a matter of history?

Which was more likely to impress the German High Command — an Admiralty afraid to face the facts, or which faced them with serene confidence?

Was the First Lord satisfied that the proper instructions, the best that could have been advised, were issued to the ship? Did the Admiralty know of the movement of ships which sank the *Glorious*? The Grand Fleet was within 800 miles of the accident. Did Sir Charles Forbes (then Commander-in-Chief of the Home Fleet) know of the movement of the *Glorious*, and was his position such as to give it aid?

"Gestapo Methods"

The most tragic part was, he understood, that from the three ships sunk there were only 39 survivors. It had been reported that 1,000 men were on rafts for three nights and two days. He got into touch with one of the survivors and asked to meet him, when he had a telegram saying, "Regret unable to meet you. Admiralty instruction." (Cries of "Oh!")

"It seems to me very wrong," he said. (Cheers.) "I shall oppose Gestapo methods wherever they are."

Mr. Alexander, First Lord of the Admiralty intervening, asked for particulars.

Mr. Stokes said that if he had an assurance that the person concerned would not get into trouble he would show Mr. Alexander the telegram.

Mr. Alexander said he certainly undertook that at all times when such a matter was raised in the House by a member there would be no penalty for the other person referred to.

Mr. Stokes said that in view of that assurance he would give Mr. Alexander the particulars, but first

he must have the permission of the man.

"Victimised" For Criticism

Cmdr. Bower (Cons.) said he had just returned from three months at sea engaged on convoy work. Before that he was naval liaison officer to the Commander-in-Chief of the R.A.F. Coastal Command, in constant, almost daily, touch with the Operations Staff of the Admiralty, and he could confirm everything Mr. Stokes had said.

In the early part of June, he said, he was approached by a large number of officers on the Operations Staff of the Admiralty, not silly young officers, but men between 40 and 50 holding responsible positions, and he could assure the House that at that time there was very grave disquiet not only at the episode now being discussed but at the whole conduct of naval operations from the point of view of the higher command in Norway.

"I shall disclose nothing which could assist the enemy. Five months have elapsed since this not inconsiderable disaster took place," he said. "Considerations of secrecy are no longer operative, except for one reason, and that is to conceal the deficiencies of high officers."

Officers' Request

Officers, he continued, approached him, some individually and some collectively, with a definite request to raise the matter on the floor of the House of Commons.

"I think the House will agree I adopted a perfectly right attitude in refusing, because it was quite indefensible for me, as a serving officer, to bring information I received in the course of my duties, to the House, but I am not so sure now that I was right."

Instead, continued Commander Bower, he promised to see the First Lord, but it happened that he had gone to Bordeaux, so he (Commander Bower) wrote him a letter in which he pointed out the grave concern felt among the officers he had mentioned.

"The facts were," said Commander Bower, "that the evacuation of Narvik was considered, for reasons hitherto undisclosed, to be of such a secret nature that none but the highest officers were informed that it was to take place."

"Naturally such an operation in normal circumstances would involve the closest cooperation between the Admiralty, R.A.F., Coastal Command, Vice-Admiral Submarines and other high officers, but such cooperation never took place. I can give my word for it for I was in the Coastal Command at the time, and we knew nothing about it."

Director Did Not Know

"This ship was sunk, these lives were lost, and even such a highly-placed officer as the Director of Operations at the Admiralty knew nothing about it," he added. "I wrote this letter to the First Lord of the Admiralty."

Mr. Alexander: Will you tell me what the Director of Operations knew nothing about?

Cmdr. Bower: I am prepared to tell the First Lord that the Director of Operations was not in-

formed, according to what he told me, fully as to what was happening in connection with the evacuation of Narvik. Certain it is that the Operations Staff, Coastal Command, R.A.F., of which I was a member, did not know, and junior officers of the Operations Staff of the Admiralty, whose duty it would have been to provide the plans, did not know either.

"I know that what has been described as Gestapo methods have been applied to those officers since, as indeed they have been applied to me. Those officers have their careers to think of and I have not, and I can speak openly."

First Lord's Attitude

"Well, I wrote that letter to the First Lord, and, far from realising that I had acted with discretion and forbearance, he sent for me and told me he took the gravest exception to that letter."

"I protested and said that as a member of Parliament I had an absolute privilege to write such a letter whether I was a serving officer or not. The First Lord protested against that, and said it was not so. We argued for a bit. He then became very friendly and said, 'This has put me in a very difficult position vis-a-vis the First Sea Lord.'"

"I asked why, and he admitted he had shown my letter to the First Sea Lord. I do not think it was a proper proceeding for a Minister to show someone else a letter written by a member of Parliament."

The First Lord then said, 'This has put me in a very awkward position. Naturally, those fellows don't like having you at Coastal Command, with access to the board-room of the Admiralty. Will you accept another appointment?'

"I replied, 'Certainly,' and he said 'I would like you to accept an appointment at sea.' At that time we were faced with imminent invasion. He offered me an appointment and, acting on his description of that appointment, which subsequently turned out to be what I can only describe as a false prospectus, I accepted."

Inferior Command

"He asked me whether I would go first to do an anti-submarine course. I went and when I got there I found that a lot of my naval friends, hearing that I was appointed to a corvette, asked 'Why are you going to this inferior command?' I said, 'No, the First Sea Lord has promised it would be fully as good as my present appointment.'"

"I then came back to the anti-submarine department of the Admiralty and found the same thing. Officers asked, 'Why are you going to a command of this description?' These ships are to be commanded by lieutenant-commanders R.N.R. and R.N.V.R."

"This upset me, and I had another interview with the First Lord, who assured me he had all my interests at heart and in no way was I being victimised; and not until I got to my command did I discover that what the First Lord had said was entirely wrong and what my friends had said was right."

"In other words, a member of Parliament was deliberately victimised for expressing certain opinions, which in my view he had a perfect right to express about the conduct of these operations."

"I have no desire to raise a personal issue, as I have no personal grievance. At all times I was free to come back to my Parliamentary duties."

Disquiet in Navy

"The point is that there was, and still is, on the Naval Staff and throughout the Navy, grave disquiet as to the conduct of these operations. One of the people much criticised in the Navy has gone — the late Commander-in-Chief of the Home Fleet. I will say nothing about him."

"At the present moment there is grave disquiet about the Board of the Admiralty as a whole. There are on the board men of great

(Continued on Page 13)



THE SOVIET-GERMAN PACT

The German-Soviet pact, signed on January 10, in Moscow, which has been described as "an answer to President Roosevelt's all aid to Britain plans," will not, it is considered, alter the former economic treaty existing between the two countries to any important extent. The signing of the pact may sound impressive on paper, but it is generally believed to be of a supplementary nature rather than an expression of an intensification of warmth in the relations between the two countries. It is, of course, impossible to give an exact estimate until a detailed study of the text has been made, but no fear is entertained that the present economic situation of Germany will be greatly improved thereby.

In view of the blockade the British authorities are naturally intensely interested in all possible routes of supply for Germany and for this reason, when the announcement of the treaty was first made with the usual accompanying fanfare from Berlin, to the effect that a new and far reaching trade pact had been signed, some attention was directed to it.

The German radio and press, in an effort to clothe the event with importance spoke of it as a definite blow to Britain, but this appears to be as usual grossly exaggerated. The Chinese press, which is usually well-informed on these matters, remarked that from a practical point of view very little benefit would accrue from it. The reasons given are, firstly, the Soviet harvest last year was a bad one, and, secondly, Germany must pay in cash for all purchases made. It was also contended that as the Russian policy is to conclude similar pacts with any country, belligerent or otherwise, the recent pact does not indicate that Nazism as a policy, is so dear to the Soviet heart that it must have preferential treatment. In fact, the Chinese press considers Germany has secured nothing more than a barter agreement which bristles with difficulties at the outset.

The German announcement that the agreement is a direct blow to Mr. Winston Churchill by facilitating trade activity on a wider scale than was possible under the former German-Soviet pact receives little credence in London. It is not so much the willingness of the

UNDER the stars the estuary shines silver, like a sword pointing to the heart of England. Danish longships rode its waters a thousand years ago. From its beaches they ravaged and burnt. At its head, where the sweet water joins the salt, Alfred and his Englishmen overthrew them. It was one of those great battles of his turbulent times immortalised in the oldest saga in the English language.

To-day that river of the Danes is a highway for less noble pirates. Night after night the Nazi bombers roar up the estuary, high and sinister shapes droning through the moon-wrack of the clouds. Far off the guns of London thud and throb. Above the marshes by the sea searchlights pattern the sky with the fantastically beautiful geometry of war.



Simply Jettisoned

Before dawn breaks in a wash of flat green above the sea the bombers return. The barrage has beaten them. London has sent them back, their wings riddled; and as their bombs have not all been dropped we get them.

There is no military objective within 10 miles. No ship of war is upon the water. Old lighters swing at their anchors in the fairway. "Tore-out" hulks. Sloops stick sideways in the mud—traps for any enemy seaplane which might attempt to land on these lonely waters.

Last week the local Blitz started in earnest. London's barbed-wire fence of gunfire sent us London's leavings—landmines, bombs and machine-gun fire.

THE precise answer to the most dramatic of the present war's problems—the superiority of the bombing aeroplane over the battleship or vice versa—is still hidden in the smoke of sea warfare.

One thing, is, however, certain, sea power is facing its most difficult and important test, and on its outcome will depend the direction of armaments and strategy not only in this war but also those of the distant future.

To describe a fight between bombers and destroyers takes longer in the telling than in the action; it is sporadic, intense, sudden war waged relentlessly, repeatedly. A tense and dramatic account from the pen of H. W. Baldwin appeared recently in the *New York Times Magazine*. The fight took place off the Norwegian coast.

The lookouts behind the weather screens on the destroyer stare unceasingly, faces creased from long vigil, at sea and sky. Time was when the white feather of a periscope and the wake of a torpedo were the only intimations of danger, but now a black dot in the sun glare may mean disaster.

The crew is at its battle stations, as the destroyer—pounding in the seaway—eases warily in towards the rock-bound coast. Splinter mats are up, and the exposed gun crews wear steel helmets.

parties to trade with each other, as their ability to overcome transport difficulties. That these exist has already been admitted by the very efforts which the Germans are making to overcome them. Trade too, as the Chinese press has pointed out, can only be conducted with surpluses possible to spare from the large and imperative needs of the signatories to the pact. With these facts in view the efficacy of the British blockade does not appear to be greatly affected by the new pact.

The German announcement that the agreement is a direct blow to Mr. Winston Churchill by facilitating trade activity on a wider scale than was possible under the former German-Soviet pact receives little credence in London. It is not so much the willingness of the

Bombers Over The Marshes

Defiance of East Anglia Fishermen Whose Forbears Saw the Danish Invader Routed

By J. Wentworth Day

Three nights ago, under the stars, I picked my way catlike between spars and anchors, dinghies tipped sideways and cables spread like man-traps. Ten o'clock and time to turn in aboard the dark little ship.

"Halt! Who goes there?" From the half-dark three forms loomed. A rifle was poked in my stomach. Identity card and naval pass were scrutinised.

"They dropped a heavy one last night, sir," said the sentry. "Eight feet long, they say—up back of the town. There's another by Summerfleet Farm and two more over at Dunder Norton. All delayed action, too."



Blown Up In Smack

I went aboard. The tiny cabin was warily afloat. Alf, blue-jerseyed, brown-faced, tobacco-toothed, was making tea in the kettle, black and strong. The little stove glowed. It lit with the warmth of a Flemish interior the

pile of nets by the fishhold hatch and the long grey barrel of the spare gun on the floor.

"Bert Woodrope was blown up by a moine s'mornin'." Alf remarked calmly, stirring the kettleful with a fork.

"Killed?" I asked.

"Naow! Only scart. He got a wet jacket an' a belly full o' salt water, but he's none the wuss o' that. Smack's gorn, though."

"Where did this happen?"

"Off o'—spit. Runnin' wi' the wind they was, goin' a fishin' on the Main when all of a sudden up she blew! Blowed the bows clean off. Bert say the bowsprit come right back double on itself and very nigh swiped him off the stern."

"Him and 'is dad tuk a lep into the dinghy but they ha'n't cut the painter, silly fules, an' down she went an' dragged 'er under with all o' the buth 'on 'em in fourteen foot a water."

"But lor! You wurit drown they tew. Take more'n an owd Jerry to do that. They clumb up

the leach o' the sail an' got atop the mast, and there they set like a pair o' owd cormorants till I tuk 'em off. Larf? I very nigh bust! But they're off agin tomorrow mornin' in another boat."

There is the plain tale of the typical smacksmen, unarmed, who trawl from dawn each day, six miles out amid the perils of the sea, and back again at dusk.

Next morning, at 6 a.m., Alf and I weighed anchor. We stood off down the estuary in the pale light of newborn day. The drone of engines filled the sky like bees. Suddenly, somewhere in the half-light, there came the sinister scream of a bomb. A shattering explosion, a mountain of water which tossed the smack like a cork, a terrific blast of wind shuddering through the rigging. Another and another.

We picked ourselves up from the lee rail, lucky not to have gone overboard.

The sky was alive with screaming gulls and flying duck. Curlew yelled like banshees. Dogs barked at distant farms. Far ahead the bomber, baffled by London, droned out to sea, to Germany.

"Come on arter they fish! He'll ha' killed a cartload!"



After The Fish

We tumbled into the dinghy, rowed downstream. The first bomb had fallen a hundred yards away. The other two had hit the mud, gashing great craters in its glistening surface.

On the tide drifted fish of all sorts, belly upwards, silver in the half-light. Bass, those brilliant fighters of salt water; plaice, sole, flounders; garfish with their long bony beaks; roker (as we call skate) and bull-routs, those nightmare fish with the goggle eyes and horrible mouths—all floating dead or stunned. Swiftly we scooped them in with long-handled nets. In half an hour we had filled the big dinghy knee-deep. Hundreds floated away.

Yet another side of the picture. That night I went ashore to the waterside inn. Bomb-disposal squads had arrived—one of naval men, the other Sappers. They met in the bar.

A small ginger-haired A.B., Cockney to the ultimate hair of his quiff, poked an aggressive chin in the face of a Sapper and demanded truculently:

"Wot the 'ell are your sappers doin' 'ere? Fink we can't manage a mine or two wivant the Army pokin' its nose in? Any'ow, 'oss mine is it? We was 'ere 12 hours ahead of you."



London For Danger

The landlord blandly offered him all the local mines free and carriage paid, with a V.C. thrown in—but no quarrelling.

"Yus, guv'nor," said the Cockney, "but see 'ere. This is a specialist's job, I'm a specialist. So's me mates. We 'andle all the mines rahnd 'ere wivant the Army buttin' in."

"Danger? That aint dangerous once you knows the works. Danger? If you want danger, go up ter London. I 'ad 24 hours' leave last week—yes, sir, an' no fanks for it agin. Eff's o' old iron flyin' about like coconuts at a fair. I'd sooner stop dahn 'ere in the country where it's quiet."

We discussed invasion possibilities. There entered Gunner Gurtin, white-bearded, 75, king of the wild-fowlers.

"What will you do, Gunner, if the Germans come?" I asked.

"Dul! What'll I du, marster? I'll tell you what I hev done. I've loaded my owd punt gun, nigh foot long, with a pound o' swan shot as big as doctor's pills, and I reckon if them beggars cum up our river I 'ont 'ard warm their jackets for 'em. I'll fiddle 'em up."

That is the spirit of the estuary folk, as it was when the Danes came, as it always will be.

Battleship v. 'Plane

THE precise answer to the most dramatic of the present war's problems—the superiority of the bombing aeroplane over the battleship or vice versa—is still hidden in the smoke of sea warfare.

One thing, is, however, certain, sea power is facing its most difficult and important test, and on its outcome will depend the direction of armaments and strategy not only in this war but also those of the distant future.

To describe a fight between bombers and destroyers takes longer in the telling than in the action; it is sporadic, intense, sudden war waged relentlessly, repeatedly. A tense and dramatic account from the pen of H. W. Baldwin appeared recently in the *New York Times Magazine*. The fight took place off the Norwegian coast.

The lookouts behind the weather screens on the destroyer stare unceasingly, faces creased from long vigil, at sea and sky. Time was when the white feather of a periscope and the wake of a torpedo were the only intimations of danger, but now a black dot in the sun glare may mean disaster.

The crew is at its battle stations, as the destroyer—pounding in the seaway—eases warily in towards the rock-bound coast. Splinter mats are up, and the exposed gun crews wear steel helmets.

parties to trade with each other, as their ability to overcome transport difficulties. That these exist has already been admitted by the very efforts which the Germans are making to overcome them. Trade too, as the Chinese press has pointed out, can only be conducted with surpluses possible to spare from the large and imperative needs of the signatories to the pact. With these facts in view the efficacy of the British blockade does not appear to be greatly affected by the new pact.

The German announcement that the agreement is a direct blow to Mr. Winston Churchill by facilitating trade activity on a wider scale than was possible under the former German-Soviet pact receives little credence in London. It is not so much the willingness of the

facts—strange sight for sailors moving on their element, the sea.

Astern, with the solemn majesty befitting the Queen of the Seas, steams a battleship, her great guns loaded and lifted towards the loom of the land. She is the destroyers' charge; around and about her circle and weave and patrol half a dozen destroyers, the white wash of their passing mixed with the scud of the wind-whipped sea.

Paravanes—those torpedo-shaped wire cutters that angle away from each ship's bow to cut the cables of anchored mines and fend them away from the ship's side—are streamed from every vessel; but the little minesweepers, themselves, which must bear the brunt of danger, plug along ahead with the great battleship directly in their wake. Just as a wire sweep cuts the cable of an anchored mine and the deadly globular steel casing bobs to the surface to be destroyed from a six distance by rifle fire, those countless pairs of eyes turned towards the sky see the enemy.

A black dot to landward—one, two, three of them—and now is heard the faint hum of their engines above the wind and the voice of the ships moaning in the lifting sea. The destroyers' main batteries rise towards the targets; on the battleship the anti-aircraft battery—eight four-inchers—elevate to the heavens; train to starboard. The men in steel helmets leap to their instruments—height finders, the complicated box of the anti-aircraft detector.

"Commence tracking; commence tracking!"

The planes grow bigger; those tiny dots against the sky.

"Fire!"

The planes are too high for the pom-poms and machine-guns, but the great guns speak and soon the larger shells are bursting around sea power's new and bitter enemy, in cotton balls of white. The planes fly on. But now, out of the mist astern, launched from an aircraft carrier's deck fifty or a hundred miles away, roar sea power's newest weapon—a squadron of defending fighters—and the aerial enemy throttles wide, turns and escapes towards land. But this is only the beginning, and the men at the guns—the steel helmeted men who search the skies and feel so small, with mines and submarines below and planes above—know it.

They have not long to wait. The hum of the motors again—faintly, and there in the sun's path the glint of wings. Again the guns speak. But the planes come on; out of the sun they dive and the faint hum of motors quickens to a terrible roar—the sharp and high and frightening crescendo of the power dive, the less rapid tempo of the glide. All about now the sky guns of the fleet are firing, first the short, hard bark of the four-inchers, now, as the planes come closer, the quicker, deafening rattle of the pom-poms and the machine-guns.

They are coming now—right out of the sky like a plummet; and, though the shell bursts burgeon round them, they come on—faster, faster, as straight as an arrow to the mark, the awful roaring whine of their coming striking terror at the soul.

You can see the bombs now in the racks—dimly; you feel very naked and lonely and insignificant and afraid but you serve the guns and keep the cross wires of your telescope trained on sudden death.

Suddenly, as the gun barks, the tone of the awful roar alters and you know that they have pulled out of it; that the bombs have dropped and the planes are zooming up and away.

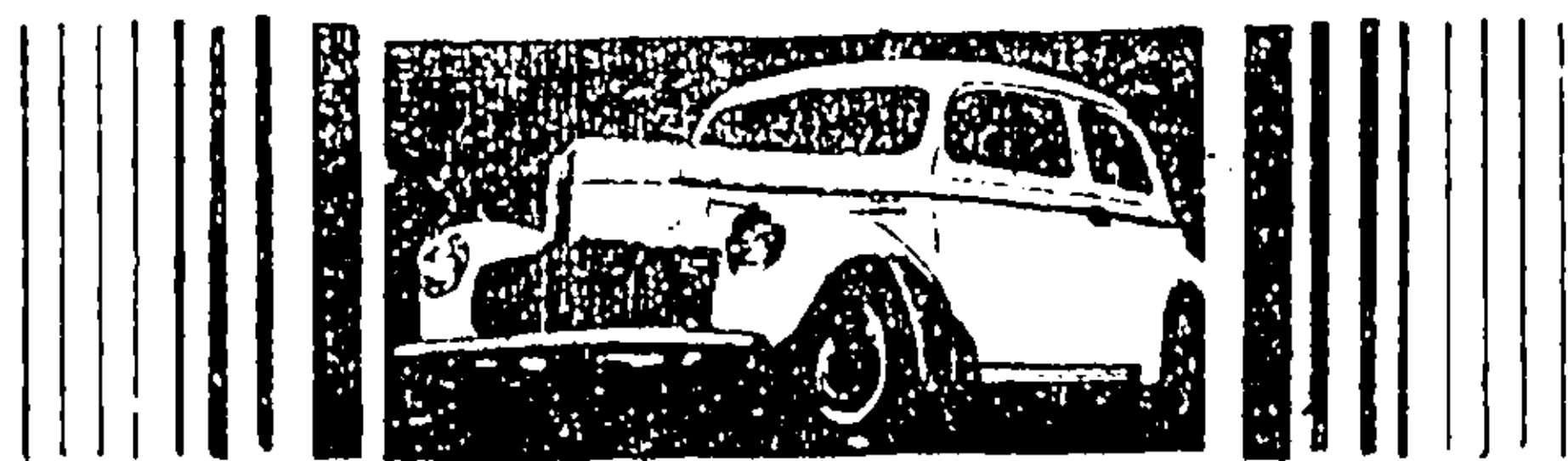
In one fleeting second of immortal time you'll know whether you've been hit. The bombs drop and the ocean opens up in a rush of water close aboard; you feel the wind of death on your face and the sound of it in your ears—but you are not hit; the destroyer shivers, but steams on.

You look about you, at the wreckage of several planes upon the water, at the sweepers away ahead, struggling with the mines; at the bomb geysers subsiding into the sea; at a sister ship listing badly and taking water, a pillar of smoke and flame rising above her masthead.

You serve your gun, and this time the planes bomb in level flight. You can see the bombs leave the bellies of the aircraft far up there and come hurtling down closer, closer. Your muscles are tense and your jaws are set and aching; you serve your gun and the fleet steams on.

The fighting ship and the fighting plane—the former almost as old as man's blue-water history, the latter a new and unknown factor in the equation of war—are settling the fate of nations in the relentless fighting that is going on and that is still to ensue. But Britain has always been able to adapt herself to new conditions.

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A GOOD 10 cents' WORTH!**80 PER CENT OF
FRENCH ARE WITH
DE GAULLE**

(By Edward Angly)

IN THE FIRST press interview he has given since the collapse of his country, Gen. Charles de Gaulle, leader of the Free French forces, expressed the belief that 80 per cent. of Frenchmen the world over were with him and the Allied cause, rather than with the humiliated men at Vichy, in the fight against the Germans.

This, he felt, gradually would become clear to outsiders as the French people in their own land recovered from the stupefaction which engulfed them at the time of the military disaster and armistice of last June.

Of the embarrassing episode at Dakar, French West Africa, Gen. de Gaulle had little to say, but of the fruits of the subsequent weeks of his African expedition, from which he recently returned, he was vocal enough. With the bloodless winning to his banner of French Equatorial Africa and the Cameroons, plus the adherence of the French East Indies and his country's Pacific possessions, he counted on the direct loyalty of at least 10,000,000 persons.

**Offers Back Door
To Libya**

French Equatorial Africa, linked now with Great Britain, affords the shortest air route between the Red Sea and the Atlantic and provides a back-door entry into Libya. It also throws a protective arm around the shoulders of Egypt.

Since Martinique, which still is officially loyal to Vichy, happens to be the closest French possession to the United States, I asked Gen. de Gaulle how he thought he stood in that part of the French empire.

There, as elsewhere, both in metropolitan France and wherever the Tricolour flies, he felt that 80 per cent of the inhabitants were with him in the fight against Germany.

Why, I wondered aloud didn't they say so and show it?

Well, he said, there was, first of all, the Governor, beholden to Vichy; second, there was the presence of the fleet under the command of Admiral Georges Robert at Martinique, and then there were the civil officials.

"And always," he added, "there is the sleepiness." He used the French word "sommolence." He seemed to believe that there would

be many an obvious awakening among the French, in both their homeland and the colonies, when the British attained air supremacy, which he predicted for 1941. Meanwhile, he felt, the centre of the struggle against Germany would shift to the Mediterranean.

Speaks With Precision

So tall as to seem almost ungainly, Gen. de Gaulle I had often seen in my hotel and elsewhere about London since the days when I, too, got back here from the tragedy of Bordeaux. But to-day was my first opportunity of putting questions to him and watching him as he answered. He spoke with precision and clarity, not only in response to certain written questions which had been submitted beforehand and to which he in turn had prepared his replies, but also in answering those of us who popped our queries on the spur of the moment.

But though he was firm and lucid, this leader of the "Free French" seemed to lack the personal fire that so often inspires the common lot of human beings to follow one of their number through hell and high water. He writes and thinks and speaks better and more clearly than did Joffre, but the occlus will never call him "Papa."

Of the French fleet, he said he knew from his own sources of information that not a single unit of it had fallen into the hands of the Germans. For his own part, he had twenty warships under the flag of "Free France" and 35,000 soldiers, whose numbers, he said, soon would be increased. In Britain and Canada and even in the United States, he went on, there was many a French scientist and technician doing research and

other work of great value to the Allied cause.

In metropolitan France itself he felt there was an immense majority of the population which realised that Germany was an enemy that somehow had to be beaten, and that the only salvation for France herself rested in the defeat of the Nazis through a British victory. As gradually they recover from the stunning blow of last June, the French at home will remake in secret their national unity, he predicted.

For the time being, Gen. de Gaulle felt that the Germans, asking French "collaboration" knew quite well what they wanted. They wanted to dominate and utilise France including what remains of the French fleet.

Discusses Men at Vichy

As for the men at Vichy, their idea of collaboration was something else. It was to ease and alleviate the harsh terms exacted by the conqueror—Gen. de Gaulle used the word "soulagement." They wanted, he said, to lighten the load Germany was putting upon France in regard to the status of French war prisoners, food and the expenses of the German occupation. For that they were trying to "collaborate."

He was asked what he thought would happen should Spain enter the war and push into Morocco. He did not believe that after the armistice terms there were sufficient armed troops left in Morocco to resist an invasion, but he doubted if Spain would decide "to make war."

With an air of philosophical resignation, the French general remarked that war always was an affair of ups and downs. This was a timely observation, for the next question had to deal with Dakar. He marked that incident off to profit and loss.

"It is a complicated story, of which even I do not know all the details," he said.

He would go no farther than to say that, so far as he knew, the brief account given by Prime Minister Winston Churchill in the House of Commons "corresponds to the realities."

As for Gen. Maxime Weygand, who presumably has been looking after Vichy's interests in Morocco and Algeria, Gen. de Gaulle apparently does not at all share the hope that the man who was once the right hand of Foch might be wooed into the camp of "free France." There was no indication, he remarked, that Gen. Weygand was softening the coercion exercised against those Frenchmen in the North African colonies who showed any tendency to jump over the Vichy traces. By way of "coercion," Gen. de Gaulle remarked that ten of his own officers had been arrested, along with several civilian officials, and, so far as he knew, they were still in Vichy's prison.

**TRANSVAAL
GIFT**

A GIFT OF £25, SENT TO BRITAIN FROM EAST TRANSVAAL, AND PART OF A LARGER SUM RAISED THROUGH A RAFFLE IN ORDER TO GIVE A CHRISTMAS TREAT TO A CERTAIN UNIT OF THE SOUTH AFRICAN AIR FORCE AND ONE OF THE ROYAL AIR FORCE HAS DRAWN THE SPECIAL THANKS OF THE LATTER UNIT.

Stationed in a isolated part of Scotland, the men have sent a message of thanks expressing their gratitude.

"The gift and the kindly thought which prompted it are most warmly appreciated," says the message.

**CAPITAL
EN FETE**

GREAT PREPARATIONS WERE UNDER WAY YESTERDAY IN WASHINGTON FOR THE INAUGURAL CEREMONY OF PRESIDENT ROOSEVELT THE FIRST MAN IN AMERICAN HISTORY TO SERVE THREE TERMS.

The route he will follow to-day from the White House to the capital has been lined with stands to accommodate visitors who have been arriving in special trains.

BRITAIN DELIVERS

The **GOODS**

Drink **BARCLAY'S BEER**

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PATROCLUS WAS TORPEDOED ON RESCUE MISSION

IT HAS BEEN REVEALED that the armed merchant cruiser Patroclus, 11,314 tons, was torpedoed while rescuing survivors of the former Cunard-White Star liner Laurentic, 18,724 tons, another armed merchant cruiser.

A distress signal had brought the Patroclus dashing to the scene. The Laurentic was sinking and the crew were in the lifeboats. While the Patroclus was still performing her work of mercy a torpedo struck her and she crumpled up and went down rapidly.

The torpedo explosion wrecked one lifeboat and others were capsized. The U-boat, not content with having torpedoed the two liners, tried to get at the lifeboats with shellfire.

When 631 officers and men from the two ships were landed at a Scottish port a dramatic story was told of the survival of Capt. G. C. Wynter, commander of the Patroclus. He had been given up for lost after being seen clinging to a piece of wreckage, but apparently in difficulties.

Barefooted They Cheered

His shipmates, who travelled in another rescue ship, were amazed to see him follow them on to the wharf at the port when they landed.

They were so overjoyed that they broke into cheers despite many of them being ill-clad, barefooted and suffering from cold.

The men hoisted their commander shoulder high, and after repeating their cheers sang "For he's a jolly good fellow."

ONE-SIDED DEAL IN FRANCE

Evidence continues to reach London showing that the much advertised "collaboration" between France and Germany is a very one-sided affair.

One example is arrangements for compensation paid to persons whose goods have been requisitioned by the German army. The rate fixed is generous but according to a recent decree of the Vichy Finance Ministry it is France who pays.

Whether the cost of this compensation is reckoned as part of the immense daily charges which France is paying in respect of the German occupation or whether in exchange for paying out francs the Vichy Government obtains credit in the recently introduced clearing account is not known, but either way the French nation benefits little by the transaction.

These payments to individuals have, moreover, little effect since the increase in money is unaccompanied by an increase in goods.

Another instance is that in which private safe deposit boxes are being dealt with. Last July the Germans ordered all banks to supply a list of these and forbade their being opened except in the presence of a German financial authority. Later the Germans announced these boxes must be opened "voluntarily" before January 10, otherwise the authorities would open the safes themselves. Reliable reports show that when the safes were opened all gold, foreign money and securities and unset stones are lodged with the name of the safeholders. But they are blocked by the Germans. British Wireless.

Greek Torpedo Feat

More details have come through of the sinking of a large Italian transport, the Sardinia, by the Greek submarine Proteus, which has not yet returned to port.

Italian prisoners from other ships in the convoy say that the Sardinia was sunk off Valona and that very few of the hundreds of Italian troops on board her were saved.

Other Italian prisoners are reported to have said that the port of Valona has been rendered useless for large-scale landings as a result of repeated R. A. F. and Greek Air Force bombing attacks.

An Athens report says that very few Italian aeroplanes are actually in Albania now, and that those which are there have come from Southern Italy during the past few weeks.

70 from the Laurentic.

The Patroclus was owned by the China Mutual Steam Navigation Co., Ltd. She was built at Greenock in 1923.

Capt. Wynter had survived the ordeal of four and a half hours in the sea.

The survivors, Scottish and English, were re-equipped with clothing and footwear and sent to their homes by special train. They comprised 52 officers and 315 ratings from the Laurentic and 33 officers and 230 ratings from the Patroclus.

It is believed that about 90 men were lost from the Patroclus and

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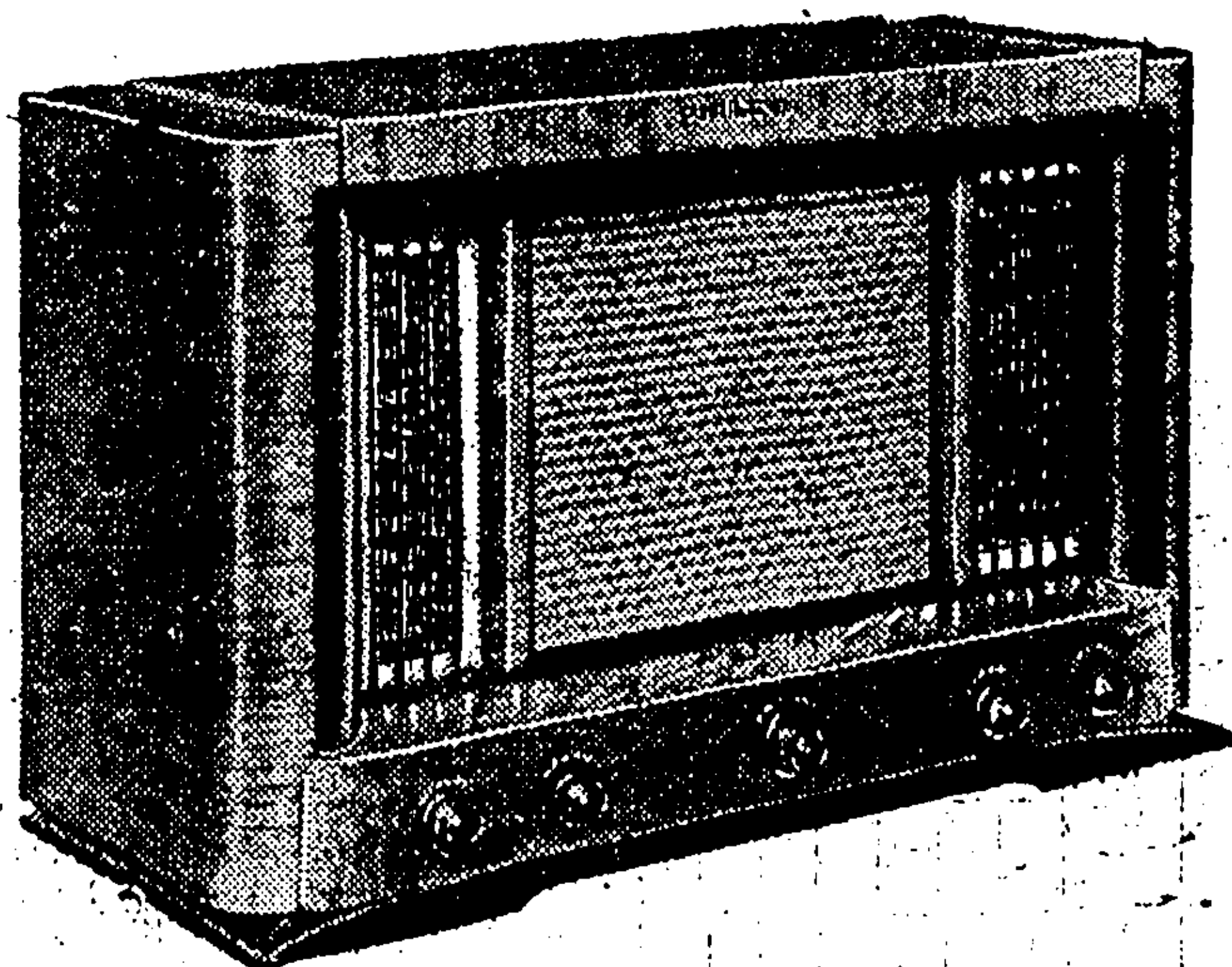
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PUBLIC AUCTION

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on **MONDAY**, the 3rd day of Feb., 1941, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Castle Peak, in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less the last three days thereof.

Intending bidders are advised that immediately after the disposal of the lot the Purchaser (if not the applicant) will be required to deposit with an authorised officer who will be present at the sale, the sum of two hundred dollars, (\$200) in cash. This sum will be refunded on payment of the Purchase price.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in sq. ft.	Annual Rental	Upset Price
1	Ping Shan Inland Lot No. 1	Castle Peak.	As per sale plan	About 54,450	\$250	\$2,723

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PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in sq. ft.	Annual Rental	Upset Price
2	Ping Shan Inland Lot No. 2	Castle Peak.	As per sale plan	About 54,450	\$250	\$2,723

PUBLIC AUCTIONS

The Undersigned have received instructions to sell by Public Auction on

TUESDAY, the 21st Jan., 1941 commencing at 10.30 a.m. at the premises of The China Light & Power Co., Ltd., Sub-Station, Yaumatei, 1st Floor.

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LAMMERT BROS., Auctioneers.
Hong Kong, 16th Jan., 1941.

The Undersigned have received instructions to sell by Public Auction on

WEDNESDAY, 22nd Jan., 1941 commencing at 5.15 p.m. at their Sales Room, No. 2, Connaught Road, Central, (2nd Floor)

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LAMMERT BROS., Auctioneers.
Hong Kong, 17th Jan., 1941.

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BRIDGE NOTES

A DEEP FINESSE

By The Four Aces

A deep finesse, preceded by careful preparation, enabled South to make his game in the hand shown below:

East, Dealer	North-South vulnerable
♠ A 10 4	♥ K J 10 6
♦ K J 10 4	♣ K 9 4
♠ Q 9 8 5 2	♥ 7 3
♦ 6 5 3	♣ 8 7
♠ K 7	♥ A 10 4
♦ A 9 8 7 2	♣ A J 6
♠ 6	♥ A Q 9 8 4 2
♦ K Q	♣ 10 5 3 2

The bidding:

East	South	West	North
1♦	1♥	Pass	3♥
Pass	4♥	Pass	Pass

West opened the six of diamonds, East winning and returning the suit. South won with the King of diamonds and noted that his contract depended on losing no more than two club tricks.

He would have no trouble, of course, if West held the club Ace since then dummy's King would win a trick. But if East had the club Ace (as the bidding indicated would be the case) there was danger of losing the club King to East's Ace and then losing tricks to the club Queen and Jack as well. To guard against this danger, South decided to strip the hand.

His first step was to draw two rounds of trumps followed by the Ace of spades and a spade ruff. Dummy was entered by means of a trump and South discarded a low club on the Jack of diamonds. Another spade ruff gave South the lead with the stake set for the decisive club play.

At this point South led a low club; and when West played low, dummy finessed the nine. East won with the Jack and was helpless to defeat the contract. Another club lead would establish dummy's King of clubs while any other lead would allow Declarer to ruff in one hand and discard a club from the other.

Saturday you were Merwin Maier's partner and, with neither side vulnerable, you held:

♠ A Q 8 6	♥ A J 9 5
♦ 10 9 7	♣ J 8

The bidding:

You	Schenken	Maier	Jacoby
1♠	Pass	1NT	Pass
(?)			

ANSWER: Pass. — You have a minimum opening bid, and your partner's response shows a weak hand. There is no reason, therefore, to raise the bidding level, especially since you are as well prepared for a no-trump contract as for a major-suit bid.

Score 100% for pass, 0 for any other bid.

Question No. 618

To-day you are Howard Schenken's partner and, with neither side vulnerable, you hold:

♠ K 8	♥ J 9
♦ A 10 9 5 3	♣ A 10 7 5

The bidding:

Jacoby	You	Maier	Schenken
1NT	(?)		

What do you bid? (Answer To-morrow.)

(Released by The Bell Syndicate, Inc.)

SABOTAGE IN NORWAY

ACTS OF SABOTAGE IN THE NORWEGIAN PROVINCE OF WEST OSTLAND HAVE GROWN SO FREQUENT THAT THE GERMAN AUTHORITIES HAVE NOW ANNOUNCED DRASTIC PENALTIES.

A fine of £4,000 is imposed on the province itself and all meetings are forbidden for two months.

Norwegians in the province must not be out of doors after 8 p.m.

The Germans also announce that anyone caught committing an act of sabotage will be shot.

TRINITY COLLEGE OF MUSIC, LONDON.

LOCAL EXAMINATIONS HONG KONG CENTRE.

The following are the dates of the forthcoming examinations.

PRACTICAL (Vocal & Instrumental Music) early May, 1941. Last day of entry 31st March, 1941.

THEORETICAL (Paper Work) on the 7th June 1941. Last day of entry 31st January, 1941.

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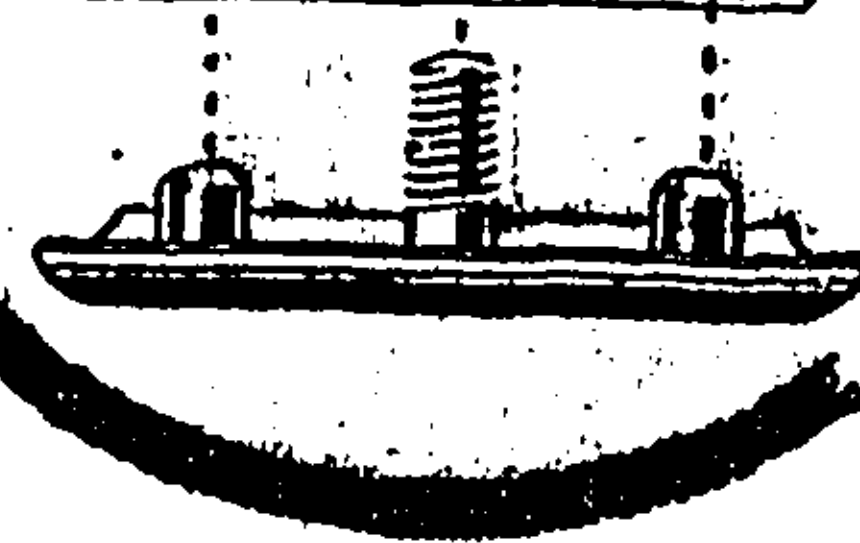
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OFF THE RECORD

By ED REED



"Don't worry, Junior will never find them here!"

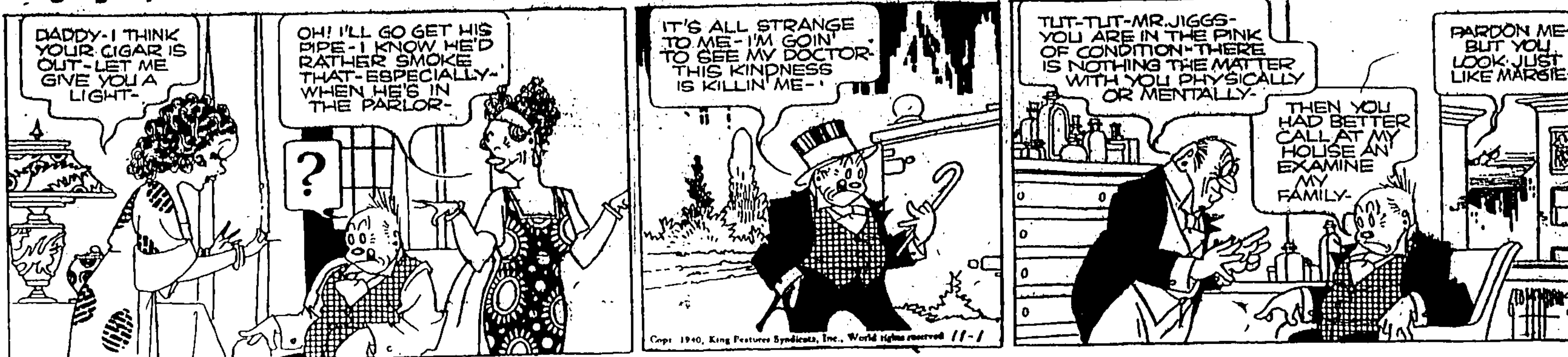
Here's Luck

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Bringing Up Father

By George MacManus



A PAGE FOR WOMEN

The Hatless Vogue--

What American Artists Think

Of late I've been bothered by the spectacle of women and girls appearing on the streets without hats, their locks sun-roughened and windblown. Sometimes they carry a "prop hat"—a bunch of ribbons and feathers, making it a case of bird in hand and bush on head. Sometimes they tie a scarf over their wayward curls. They stand out distressingly against a background of well-dressed women.

At first, as Lawton Mackall, the writer, put it, "I thought they had just washed their hair and were drying it," and didn't pay much attention to those few ill-kempt damsels. Then I heard hints that this was a "new fad" which might make some headway.

As a photographer, I'm concerned aesthetically with the contours, line, expression, and shadows which heighten interest in a feminine face, writes N. Kolas Buray in the "Christian Science Monitor." When a woman appears on the streets without a hat, the entire composition is unbalanced; and the absence of shadows means the removal of charms which compensate mechanized backgrounds.

I became sufficiently disturbed to write to a number of artists I know—photographers, illustrators



The gay young blade says what with the holiday invitations rolling in there's nothing he can do but plan a winter vacation.

and writers—stating my views and asking them how they felt about it.

Now, as everybody knows, artists are notoriously wrong about most things, so it didn't surprise me in the least that some of them replied that they rather liked the look of bareheaded damsels. I was glad, however, to see that such a lot of them were right. I quote a few:

James Montgomery Flagg, whose drawings of lovely women grace the smartest magazine covers: "When gals go hatless in the streets in daylight, they look like Sigrid hurrying to the grocer's for a forgotten yeast cake—it is small town stuff."

Arthur William Brown, another of our leading illustrators: "Women should definitely wear hats in cities. It's as much a part of the ensemble as shoes."

Dean Cornwall, famous muralist: "I agree with you that women should wear hats in the streets."

Russell Patterson, well-known illustrator: "You have hit upon one of my pet peeves. I lived for many years in France and have never been able to get away from the fact that a lady always wore a hat when appearing in public."

Philip Dunning producer-playwright: "I'm all for hats and I like them big, with wide brims, because they act as a sort of picture frame."

Albert Stevens Crockett, author: "When a woman 'dressed for the street' fails to put on her hat she isn't dressed, no matter how beautiful her hair."

Of course, I knew I was right all the time, but it's nice to have support like that. And, thus encouraged, I now pronounce my dictum: Let us have done with this hat-in-hand business!

SEWING HINTS

Sew rickrack to the underside of the hem of pillowcases or other articles which you intend to decorate with a hand crocheted edge. Arrange the rickrack in such a way that only a bit of the points will show on the right side. When crocheting catch the hook into the points instead of into the material. When the article wears out, it is then an easy matter to rip off the rickrack braid and use the hand-made lace in something else.

When patching used garments made of washable prints, use the wrong side of the new patch instead of the right side. Such a patch is less noticeably sized if matches more nearly the somewhat faded material.

To insure an even hem on napkins use the hemmer of the desired width on the sewing machine. Do not thread the sewing machine needle. This will fold in the hem evenly and it will then be ready for hand sewing.

When cutting anything from velvet, pin the pattern to the wrong side of the velvet and the velvet will be easier to cut.

Use narrow hat elastic on babies' bibs instead of tape or ribbon. The elastic permits of the bib being adjusted easily over the head.

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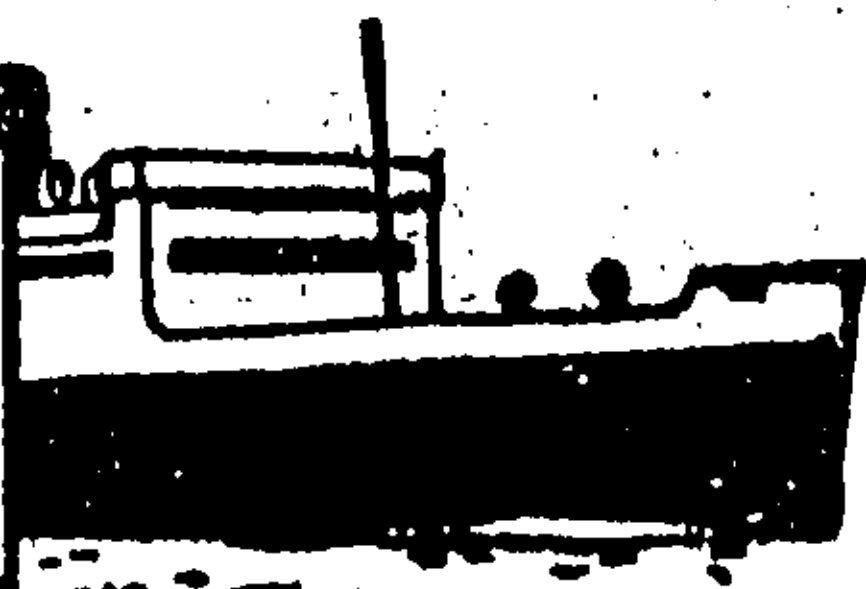
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FOR DATE & TIME

OUTWARD MAILS MONDAY

Manila, Batavia, Mauritius,
Lourenco Marques, and
South Africa via Durban... 2.30 p.m.
Straits and Calcutta.
Parcels... 20th 5.00 p.m.
Letters... 21st 8.30 a.m.

TUESDAY

Haiphong... 3.30 p.m.
Manila, Madang, Salamaua, Rabaul,
Australia and New Zealand via
Sydney.

K.P.O.

Parcels... 4.00 p.m.
Reg... 5.00 p.m.
Ord... 5.30 p.m.

G.P.O.

Parcels... 4.00 p.m.
Reg... 5.00 p.m.
Ord... 7.00 p.m.

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Reg... 5.00 p.m.
Ord... 7.00 p.m.
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THURSDAY

Air Mail by Sea to Singapore to connect
with the "British Overseas Airways".

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Ord... 5.30 p.m.

G.P.O.

Reg... 5.00 p.m.
Ord... 6.00 p.m.
Straits... 7.00 p.m.

* Superscribed Correspondence Only.

RADIO

12.15 p.m.—Short Service of Interces-
sion.
12.30 p.m.—Cesar Franck—Sonata in A
Major.
1.00 p.m.—Local Time Signal and Wea-
ther Report.
1.03 p.m.—Songs by Paul Robeson
(Bass).
1.13 p.m.—Musical Comedy Selections.
1.30 p.m.—Reuter and Rugby Press,
Weather Forecast and Announce-
ments.
1.45 p.m.—Dance Music by Jack Hy-
ton and His Orchestra.
2.15 p.m.—Close Down.
5.45 p.m.—Indian Programme.
6.30 p.m.—Closing local Stock Quota-
tions.
6.32 p.m.—Excerpts from Gilbert and
Sullivan.
7.00 p.m.—London Relay—The News.
7.15 p.m.—London Relay—Questions of
the Hour.
7.30 p.m.—Compositions of Elgar.
8.00 p.m.—Local Time Signal, Weather
Report and Announcements.
8.03 p.m.—Studio—Special Centenary
Talks by:
Sir Shou-Son Chow "A Message of
Felicitation."
The Hon. Mr. J. P. Braga, O.B.E. on
"Portuguese Pioneering: 100 years
of Hong Kong."
Mr. H. C. Macnamara "Legal Re-
miniscences."
The Hon. Mr. A. L. Shields on
"Yachting."
Mr. H. R. B. Hancock on "A walk
from Canton to Hong Kong in
1902."
Interspersed with Recitals by:
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D'Aquino (Tenor), Y. K. Sze
(Bass) and E. O'Neil Shaw
(Piano).
Arthur Nobbins (Baritone).
11.00 p.m.—Close Down.
The News from London will be re-
layed as usual between 9.00 and 9.30
p.m.



SAN FRANCISCO & LOS ANGELES via Honolulu.

Yawata Maru	Tuesday,	28th Jan.
Asama Maru	Tuesday,	11th Feb.

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Heian Maru	Saturday,	25th Jan.
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SOUTH AMERICA (WEST COAST) via Hilo &

San Francisco.

*Sakura Maru	Saturday,	25th Jan.
(starts from Kobe)		

NEW YORK via Japan & Panama

*Nozima Maru	Sunday,	2nd Feb.
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SYDNEY & MELBOURNE via Manila

Suwa Maru	Wednesday,	29th Jan.
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HAIPHONG, SAIGON & MADRAS

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*Muran Maru	Monday,	3rd Feb.
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*Toyama Maru	Tuesday,	11th Feb.

RANGOON & CALCUTTA via Singapore

*Toba Maru	Tuesday,	28th Jan.
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KOBE & YOKOHAMA

Kamo Maru	Thursday,	23rd Jan.
Yawata Maru	Tuesday,	28th Jan.
Asama Maru	Tuesday,	11th Feb.

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M.P.'S SHARP ATTACK ON THE ADMIRALTY

(Continued from Page 6)

ability—some of them lent—I dislike saying this, but after all I expressed it privately to the First Lord, and all I got was victimisation—there is very grave disquiet about the Board collectively and about the First Sea Lord in particular."

The First Sea Lord, continued Cmdr. Bower, was 63 years of age, and everybody who knew him knew that he was not the man he once was. He asked the First Lord why this misanthropic, which could have only one object, concealing the deficiencies of senior officers. Nothing could come out now which would give any information to the enemy which they had not got already.

The Financial Secretary to the Admiralty stated the other day that it was an outrageous thing that there should be criticism of a flag officer. He (Cmdr. Bower) affirmed once more, and from his own recent experience in the Navy, that there was such criticism.

First Lord's Letter

From the point of view of members of the House who were serving in the Forces he wished to read out something which the First Lord wrote to him. It was this:

"It is true that any member of Parliament has on a question of privilege the right to approach a Minister, but it is also true, as I have already explained to you, that the Minister then has the right to judge the merits of the subject of the approach."

Put in plain language, that

CHUNGKING GROWTH

MR. RANDALL GOULD, EDITOR OF THE "SHANGHAI EVENING POST AND MERCURY" WHO IS ON THE BLACK-LIST OF THE WANG CHING-WEI REGIME, RETURNED TO HONG KONG FROM A VISIT TO MANILA BY THE CHINA CLIPPER AND LEFT FOR SHANGHAI YESTERDAY.

Mr. Gould went to Chungking just before the New Year and stayed there for about 10 days arriving in Hong Kong last week.

In an interview he said he was greatly impressed by the rapid growth of Chungking. Reconstruction work is being vigorously pushed and buildings are rising with amazing rapidity from the debris in areas devastated last summer.

Leaders in Chungking are greatly heartened by the turn of the international situation and increasing aid from the United States and Britain. —Central News.

meant that the First Lord of the Admiralty contended that any M.P. serving in the armed forces had the right to write to him, but, having done so, he had the right to victimise him as if he were not an M.P. He could not let that pass and that was why he had maintained what might appear to be a personal matter.

It was no use the First Sea Lord saying that there was no disquiet about the Admiralty. He (Cmdr. Bower) was not the only officer who had been the subject of these Gestapo methods. We were not fighting against Hitler in order to set up the First Lord of the Admiralty as a pinchbeck Himmler in a tin hat.

BANKIER, MARSHALL SHINE FOR ROYALS

By "Referee"

At Sookunpoo yesterday, Sing Tao beat Royal Scots in First Division of the Football League by 5 goals to 1 after leading at the interval by 3 goals to 1. In the second half they had so much more of the play that with a little more steadiness in front of goal they would have scored many more goals.

Royals did not have good wing-ers, though they were given much of the ball, while their inside-forwards were too prone to indulge in short-passing, which was of no avail against the Sing Tao defence.

The defence, particularly the intermediate-line, was so fully occupied in coping with the opposing attack that they had little time to assist their forwards, and, added to this, Sing Tao were always able to keep their forwards well supplied with passes.

Good Goalie

Bankier in goal for Royals played a good game and brought off several good saves, particularly in the second half. In front of him Naysmith and Fraser worked themselves to a standstill in an endeavour to check the Sing Tao attackers.

The absence of Falconer caused a reshuffle in the intermediate-line. Parnaby was seen in the pivotal position, with Adamson, at right-half, and Clarke in his usual position. Hossack was missed from the attack and Auld,

formerly of the juniors, was brought into the team.

The Royals halves were too much engaged, as mentioned before, to assist their forwards. They were kept continually on the move by the combination of the Chinese forwards and the slippery state of the ball and ground added to their difficulties.

Marshall at inside-right, played hard in the forward-line. He was always back to assist the defence and was the most conspicuous player in the attack. Auld, in the centre-forward position never gave up trying and had bad luck in the closing minutes in not scoring when, with only the goalkeeper to beat, he hit the cross bar.

Sing Tao fielded the same team as last week and though handicapped by the slippery ground were better able to keep their feet.

In the attack, Lai Shui-wing, Fung King-cheong and Kwok Ying-kee were always dangerous, while both wingers sent over good centres.

The Play

The game opened with Royals attacking and Marshall went near when he sent in a hot grounder which Cheung Wing-choy fumbled, only for it to hit the upright and be cleared. Sing Tao took the lead early in the game as the result of a faulty clearance by a Royals' defender and Kwok Ying-kee netted.

Shortly after Sing Tao went further ahead when Ip Pak-wah beat Bankier with a good cross shot, and, before the interval, Lai Shui-wing added the third goal for his side after beating three men.

Royals reduced the lead in the first half when Marshall sent in a hot grounder which Cheung Wing-choy fumbled and allowed to cross the line.

Lai Shui-wing added two further goals in the second period to complete the scoring.

St. John's latest badminton recruit is G. W. Giffen, an extremely keen player. Giffen, despite the fact that he is a comparative beginner, acts as reserve for the League team. In pre-season friendlies, Giffen did quite well and, in partnership with David Kwok, won three games against Kowloon Tong. Kwok also play well!

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Kwong Wah Score Twice With Two Men Off Field

Chinese Display Good Combination Hazard And Lee In Fine Form

By "Sportshawk"

Despite the fact that they were two players short for about 20 minutes towards the end, Kwong Wah once again demonstrated their superiority when they trounced Navy, the best Services team, by 4 goals to 1 in their First Division Football League encounter at Boundary Street yesterday, after leading by the odd goal in three at the interval.

The Chinese displayed better combination and well deserved their victory, although they did not play up to their best form owing to the muddy and slippery ground.

Robinson was not up to his usual form and his high handlings were unsafe, although he displayed good anticipation during the first period. Roughley was the only man who was effective against the Chinese forwards.

Hazard Plays Well

Hazard, a new player who has just been secured by Navy, played a magnificent game in the pivotal position. Despite the unaccustomed conditions, he showed good ball control and had the Chinese leader, Chin Chin-fan, closely watched. Apart from his spoiling, Hazard also distributed well. Honeywell was handicapped by Wong King-cheong's speed and was constantly drawn out of position, but Britt held his own well at left-half.

The Sailors' forward-line was best served by Hendy, who was the only one left with a clean jersey after the game. He played a splendid game and ably led the attack, but lacked support. He could do no more than score once for his side. The two wingers, Phippens and Honiwell were worth watching, both sending over good centres on occasion.

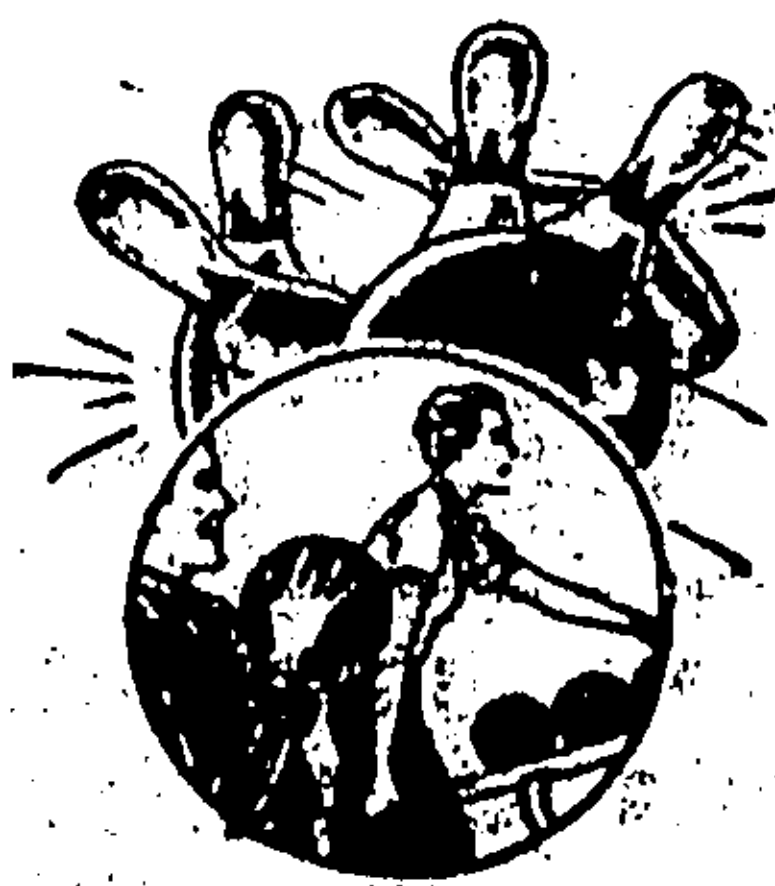
For the Chinese, Lee Kwok-kee was again on top form between the sticks. It is safe to say that Navy would have scored at least twice if the Chinese had been served by another keeper. Leung Pak-wai, who was the best back in the Chinese team, cleared powerfully and covered his partner well.

Yeung Tse-cheung distinguished himself in the left-half berth and, although he gave Phippens too much rope, supported the attack very well, while Chung Kim-fai covered well in the pivotal position.

All the Chinese forwards played well, Cheuk Shek-kam, right-wing, and Chin Chi-fan, the leader, being the most prominent.

The Scorers

Hendy opened the scoring for the Sailors but Cheuk Shek-kam equalised and Lau Fook-tsun took the lead for the Chinese in the first period.



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MOVIE-CAMERA AT SOCCER GAME

A newswreel was taken of the Eastern South China game on Saturday. This will probably be incorporated in a story which will be produced in the near future.

CRATERS AND GOLF COURSES

Which golf course has the most bombed craters? I should think Kingswood, Surrey, is well in the running with 30 of Goerings visiting cards, writes a Home correspondent.

And not so many on the fairways, either. It is surprising how little bombs have bothered the Royal and Ancient game. Often they actually improve the lay-out, as, for example, Banstead.

The secretary tells me he views with favour three in a line which form a long-wanted hazard. Another has eliminated a ladies tee-down for removal, anyway.

And so far, greens have been marvelously lucky. They are really the only features of courses about which secretaries lie awake and worry. I have heard of only one major green disaster—the velvety 18th at Sunningdale, demolished some time ago.

SOFTBALL RESULTS

Following were yesterday's softball results:—

GIRLS
Wildcats 21, Ramblerettes 6.
Wahoos 10, Las Florinhas 0.
Cardinals 14, Panthers 13.

SECOND DIVISION
R.A.F. 8, Liga Portuguesa 7.
Recreio Bees 11, Royal Engineers 6.

FRIENDLY
Canuckettes 7, Soccer 7.
U.S.S. Mindanao 10, C.B.A. 9.

H. Nish, well-known lawn bowler, returned to the Colony recently from Home leave.

K.C.C. BEAT L. CRAWFORDS

Although rain threatened throughout yesterday morning, it was possible to finish a lawn bowls match played between Kowloon Cricket Club and Lane, Crawford's. K.C.C. won by 23 shots.

Judging by some of the heads not all the players—and that applies to both sides—were particularly expert but a good time and an excellent buffet breakfast-cum tiffin, not the least pleasing of which was the lettuce from Mr. Brown's garden, was had by all.

In the early heads, Lane Crawford's had much the worst of matters and K.C.C. soon had a comfortable lead, but, when the mysteries of the game were explained and the knowledge absorbed by some of the novices, they proved their adaptability and rapidly made up the margin.

On the final count being taken, however, it was discovered that Teddy Fincher's visiting rink was the only one up, and only by the narrow margin of one shot.

The final head of the match was being played on most rinks when the rain came down in torrents and drove the players to shelters, although it was found possible to finish off the one outstanding head before a final adjournment was made for further refreshment.

Following were the scores:—
K.C.C.
A. E. P. Guest
S. A. Gray
F. Curt's
V. C. Labrum
(Skip) 27
J. H. S. Duncan
D. Glover
N. A. E. Mackay
R. B. Wellwood
(Skip) 23
H. Brokenshire
R. T. Burch
A. Steven
L. Jack
(Skip) 19
Total 69

Lane Crawford's
H. Burson
T. Edgar
A. B. Hamson
A. W. Brown
(Skip) 10
H. W. Bonner
W. C. Ogley
G. Tanner
H. W. Randall
(Skip) 16
E. G. Baker
S. Carr
T. A. Madar
E. C. Fincher
(Skip) 20
Total 46

F. R. Kermanl, who paid a visit here a few months ago and played hockey for C.B.A. and cricket for Craigengower, is now turning out for Lusitano in the Shanghai Hockey League. In the same team is L. Oliveira, who made a name for himself at aquatics when an undergraduate at Hong Kong University.

SATURDAY'S SPORTS

FOOTBALL

South China overcame a stiff hurdle in their quest for the Senior Championship Title when they beat Eastern by the odd goal in five thus making a play-off with Sing Tao probable.

Police beat Club 2-1, Ferrier scoring the winning goal from a penalty in the closing stages of the game.

Service Corps and Engineers entered the First Round of the Junior Shield when they eliminated Middlesex and Kowloon respectively. The former were being led at 3-1 at one time and in the extra time scored three times without reply.

The Sem-Finals of the International Rugby Tournament were played on Saturday and resulted in Scotland beating Wales by 31-0 and England accounting for Ireland by 18 points to nil.

The Final should be a close affair with Scotland likely winners.

CRICKET

Only two games were played on Saturday owing to the rain, though several games were started. Recreio Seniors drop valuable points when they were held to a draw at Pokfulam. Recreio scored 173 for 3 and when stump were drawn University had 94 for 7 wickets.

At King's Park University Juniors were beaten by 63 runs by Recreio although the undergraduates made a great effort to force a draw.

BATTING
E. L. Gosano 81
M. A. Remedios 44
L. G. Gosano 38
G. N. Gosano 32
H. A. Barros 32

BOWLING
E. Mazuia 4 for 15
P. M. N. da Silva 6 for 13

"He won everything in racing" is the epitaph I once heard about Percy Peck, famous British trainer. It could well be applied to James Scobie, who has died, aged 80.

Scobie, father of Norman Scobie, Sir Charles Hyde's trainer, won more than £20,000 for his patrons. Successor in charge of the Melbourne Cup and seven in Victoria Derby.

MACAO CASH SWEEP RESULTS

Following are the results of Cash Sweeps at Macao yesterday.

Race No. 1
No. 135 \$194.60
" 242 55.60
" 251 27.80

Unplaced ponies (\$7.70 each): Nos. 243, 148, 277, 187.

Race No. 2
No. 220 \$218.40
" 122 62.40
" 363 31.20

Unplaced ponies (\$5.80 each): Nos. 148, 424, 14, 39, 223, 474.

Race No. 3
No. 7 \$222.00
" 150 63.40
" 314 31.70

Unplaced ponies (\$5 each): Nos. 74, 149, 336, 361, 125, 500, 65.

Race No. 4
No. 251 \$85.80
" 150 85.80
" 152 19.10

Unplaced pony (\$21.20) No. 175.

Race No. 5
No. 24636 \$8,920.38
" 20111 2,548.68
" 14752 1,274.35

Unplaced ponies (\$128.72 each): Nos. 3542, 101, 13202, 3801, 14272, 12262, 23176, 23073, 13561, 17009, 6025.

Race No. 6
No. 40 \$237.00
" 232 67.70
" 186 33.80

Unplaced pony (\$37.60) No. 114.

YESTERDAY'S CRICKET AT K.C.C.

Although the heavy shower of rain at about 1.45 p.m. yesterday prevented the match started according to schedule, three hours' cricket was possible at Kowloon Cricket Club yesterday, the home team beating a side from one of H.M.'s Merchant cruisers now in port by 23 runs.

Starting at 3.15, K.C.C. had first lease of the wicket, it having been previously agreed that a set time would be allowed each side, and ran up 111 for 6, Curtis, Burch and Fenton reaching the twenties. The visiting bowlers were not very good but Russell did well to take 2 for 14.

The sailors did not fare very well with the bat and apart from a useful innings of 32 by their captain, McGee, did little. Gray took 4 for 3 and Bertram 3 for 14.

Following were the scores:—
K.C.C. 2ND XI
B. D. Lay, c Goodenough, b Russell 8
E. Curtis, b Spilling 24
L. R. Burch, run out 20
R. Leigh, b McGee 9
H. Brokenshire, b Healey 5
F. Crabbe, run out 2
R. J. Fenton, not out 28
J. H. Bertram, not out 3
Extras (B12) 12

Total (for 6 wks. dec.) 111
K. M. Baxter, A. Zimmermann and S. A. Gray did not bat.

Bowling Analysis
O. M. R. W.
Spilling 4 0 45 1
Russell 4 0 14 2
Hayland 1 0 18 0
Healey 2 0 7 1
McGee 1 0 15 1

H.M.'S SHIP
Elvis, c Curtis, b Gray 1
Hayland, c Zimmermann, b Gray 3
Goodenough, c Curt's, b Gray 7
Healey, c Curtis, b Gray 1
Russell, b Bertram 1
McGee, run out 22
Allister, l.b.w., b Leigh 10
Chown, b Bertram 2
Cay, c Gray, b Bertram 1
Soillane, Zimmermann 17
Thlan, not out 6
Extras (B2, LB1, WE2, NB2) 7

Total 38
Bowling Analysis
O. M. R. W.
Zimmermann 4 0 18 1
Gray 3 1 3 1
Bertram 6 2 14 3
Leigh 5 0 46 1
Burch 0.1 0 0 0

G.R.C. ANNUAL MEETING

The annual meeting of the Chinese Recreation Club was held yesterday. The following were elected to the committee: Messrs. Yu Tak-chung, Chan Wai-yeung, Lee Wai-long, Chan Kwan-lam, Ho Ki-lau, Yu Tak-man, Shu Chun-chui, Wong Wing-man, Ling See-fan, Leung Tung-nick, Tsang Yung-tok, Wong Kwok-sun, Lam Yoke-yue.

The Story Behind Henry Armstrong's Retirement

In view of the message received from New York on Saturday to the effect that Henry Armstrong had decided to leave the ring, the following article by Jack Mahon on October 20 last year is of special interest:

The saga of one of the greatest fighters to come along the pike leading to Bashed Beezer Boulevard will be concluded or renewed on the results of a surgeon's scalpel. We're speaking of little Henry Armstrong, ex-hobo, who punched his way out of the bread-line into the ranks of ringdom's great by winning three world's titles and who, to-day, awaits the verdict of his doctor on whether he can ever fight again. Henry, blinded by the flailing fists of Fritz Zivic, who dethroned him only two weeks ago, had both eyes operated on last Sunday but cheerfully predicts he'll be as good as ever and will win back the title from Fritz on January 17.

[Zivic won last Friday on a technical knock-out in the 10th round.—Sports Ed.]

The cynics are not so sure Henry had scar tissue removed from both brows. This was caused by added cuts and swellings in his last half dozen fights but it will be at least a month before

a real decision can be made on when he can fight again. If at all. Armstrong's eyes, cruelly battered in more than 150 fights in the last four years, were completely closed, broken, bleeding and in desperate shape when he fell against Zivic at Madison Square Garden.

Henry's face has been bothering him for considerable time. Unusual puffiness appeared under both eyes shortly after his draw with Cetero Garcia on the Coast last March, and was noticeable all year. Henry's manager, Eddie Mead, wanted Armstrong to undergo an operation much earlier to correct the condition, but Henry vetoed the idea.

Irritated Orbs

As he fought his way up to the Zivic fight, Henry became increasingly conscious of the irritation. His last two fights, with Paul Junior and Phil Furr, prior to the Zivic affair, saw welts raised under both eyes and, when Fritz started belting Henry with

that jolting right hand, the champ's eyes went up like balloons—and just as fast.

Armstrong's left eye was closed by the fourth round of the fight. The right was bleeding as early as the seventh and hermetically sealed all through the last three rounds.

Operation Necessary

Dr. Alexander Schiff, Armstrong's physician, announced after the battle that Henry would have to undergo a corrective operation and rest for two months before he could fight again. He will go to Hot Springs, Ark., to recuperate.

Schiff said there was nothing serious about the condition, at the moment, but indicated that a recurrence of the four cuts, swellings and possible infection, could be extremely serious. That prompts the question Henry must answer if he hopes to come back.

At 27, is it worth while trying to recapture a vestige of fleeting glory and risking ruining your eyes? Or should he retire now,

moderately wealthy, with the knowledge that he went down with the cheers of the mob ringing in his ears as a sincere tribute to a real champion?

Three Titles

Henry won the featherweight title from Pete Sarron in '37, took the lightweight crown from Lew Ambers and welter title from Barney Ross.

He abandoned the feather title because of the lack of competition, lost the 135 pound crown back to Ambers, because he was penalised five rounds for fouling, and finally blew his 147-pound diadem to Zivic. In his three meteoric years of battling, Henry established one of the greatest records for title-defense in ring history. He met all comers, and defended the welter title alone, 20 times.

He has been a credit to his race and his profession and it is hoped — whatever he decided to do about

IMPORTANT BADMINTON MEETING

An important meeting of Hong Kong Badminton Association is scheduled for the 24th of this month. Among the business to be discussed are the annual championships, which promise to be more interesting than ever this season, with K. W. Choy, the newcomer from Malaya, expecting to take several titles.

a comeback — that the decision will be the best for himself and the fans who respect him.

NO UNIFORM TO FIT HIM!

Sixteen-stone 6ft. 4in. Aircraftman Pat Floyd, three times A.B.A. heavyweight champion, has presented the R.A.F. with a tailoring problem, writes a Home correspondent. They cannot find a uniform big enough for him!

Pat is to undergo a P.T. course, but while waiting for enough cloth to be collected he is filling in his time with fatigue duties.

Floyd has his compensations, however, for he tells me he has been asked to box for his camp and despite more than a year's absence from the ring he is looking forward to trying the gloves on again.

Floyd in his heyday was dubbed the amateur Billy Wells, probably because of a similarity of style and build and the streak of inconsistency both displayed.

Floyd has certainly lost verdicts to men he should have beaten easily, but he is without question the most stylish A.B.A. heavyweight champion we have had since the last war.

What Gene Tunney Said

Floyd's most recent appearance in championship events was in 1938, when he unaccountably lost in the final to his former Battersea clubmate, George Preston, a comparatively diminutive heavyweight whom most of us thought he would beat.

Floyd did not attempt a comeback, but a serious illness diagnosed as he was about to step into the Stadium Club ring kept him out of the game for many months.

Golf became his most strenuous sporting activity.

In addition to his three premier titles, Pat has collected dozens of international singlets.

He was our No. 1 heavyweight in the first "Daily Sketch" Golden Gloves match.

His victory over the New York Negro, Jim Howell, was described by referee Gene Tunney as one of the best displays of amateur heavyweight boxing ever seen in the States.

Why They Call Him Pat

Outside of championship events Floyd's chief claim on our memories is his series of encounters with his team-mate in America, Fireman Tony Stuart.

These two giants have met each other more than thirty times, and neither could tell you for certain who has collected the more decisions.

Tony has finished with the game, but it seems as though the R.A.F. is giving Pat a new lease of boxing life.

Floyd's Christian name, by the way, is Hugh. He was labelled Pat by an old-time instructor who declared that a fighter should have a fighter's name.

And he made a good choice, for Floyd is of Irish extraction.

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PIERRE LAVAL BACK

Vichy Says Misunderstandings Smoothed Out

MR. WILLKIE AS AMBASSADOR TO BRITAIN?

"I know nothing of it," Mr. Wendell Willkie declared yesterday to reporters when questioned about reports that he might be appointed Ambassador to London.

Mr. Willkie then flew to Washington for a talk with Mr. Cordell Hull, Secretary of State, before setting out for Britain. He added that while he is in Britain he hopes to gather information concerning effects the end of the war might have on British and American economy. —Reuter.

Meeting With Petain To Have Sequel

TWO MOVES OF POSSIBLE FAR-REACHING SIGNIFICANCE WERE REPORTED FROM VICHY LAST NIGHT.

They referred firstly to the reported forthcoming meeting between Hitler and Mussolini; and secondly, to the conversation between Marshal Petain and his former foreign Minister, Pierre Laval.

A Berne despatch to the Havas Agency says that according to newspaper reports in the Swiss capital, Hitler left Berlin for an unknown destination.

The same despatch adds that a well-informed source in Berne states that Mussolini also left Rome.

It was officially announced in Vichy that Marshal Petain received M. Laval and that all misunderstandings, which led to the incidents on December 13 last year, when Laval resigned from the post of Vice-Premier, have now been smoothed out.

"Political Sequel"

No further indication is given in official circles concerning the subject of Marshal Petain's talk with M. Laval.

Observers at Vichy believe, however, states the Havas Agency, that the meeting will have a political sequel shortly.

The meeting took place in a chateau in the Allier Department.

Meanwhile nothing is known in authoritative circles in London of any meeting between Hitler and Mussolini yesterday.

The German radio also made no mention of any meeting having taken place yesterday between Hitler and Mussolini. —Reuter.

FRENCH HAVE ONE MORE CHANCE

Up to late yesterday evening, there was still no announcement from Vichy about Saturday's Cabinet meeting, but there were significant articles in two newspapers —one German and one French.

The German paper is Field-Marshal Goering's own, the "National Zeitung" of Essen, which declares that "the French have one more chance. Everything depends on whether the French will realise their true position."

In another article, the paper admits that Frenchmen who considered it necessary to turn away from Britain are "not yet very numerous, but on these few Frenchmen France must base her policy."

In contrast, the Vichy paper "Jour Echo de Paris" writes on the great effect on France of America's announcement of her intention to help Britain all she can.

The article says:—"America is a democracy. Will she know how to profit from our mistakes? Will she be able to avoid the long-winded discussions in Parliament and the lack of understanding by workers?"

"Military and political relations between the United States and Canada grow closer every day."

"It is without precedent that Halifax should have two Ministers with him when he goes to the Washington Embassy."

The article concludes:—"Soon, one will not speak of Great Britain's position in the world struggle but of the position of the Anglo-Saxon world."

The prefix "special" to telegrams is used by the "Sunday Herald" and "China Mail" to indicate news which is strictly copyright under the provisions of the Telecommunications Ordinance, 1930, and may not be reprinted under any circumstances, either wholly or in part, without prior arrangement.

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STOP PRESS

GREEKS TAKEN AS HOSTAGES

It has now been established, says a Reuter despatch from Athens, that 24 well-known Greeks were carried off as hostages by the Italians from Argirokastro and neighbourhood. Their fate is unknown.

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VICHY STATES ITS STAND

France is determined to defend the integrity of Indo-China, declared "Le Temps" yesterday commenting on the fighting between French and Thai troops on the Indo-China border.

The newspaper declared that Thai's attempt to "realise her territorial claims" cannot be justified either historically or by legal right based on treaties, and adds: "Thai must not think that France, though conquered, will give up everything. Indo-China is being defended and will be defended in all circumstances, whatever they may be." — Reuter.

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WAR TEMPO SPEEDING UP

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Jockey Killed In Macao

A Chinese jockey, Poon Hon-lam, riding Radium Star, was fatally injured, and F. N. Marcal, riding Georgie, was seriously injured, in an accident in the first race at Macao yesterday.

Georgie, who it will be recalled caused a serious accident with Mr. G. W. Sewell in Hong Kong some little time ago, commenced to buck and rear just after the start of the six-furlong race, in which he was out among the leaders, and threw his jockey.

In the melee which followed, the riderless Georgie must have collided with Radium Star, whose jockey was also unseated.

Actually what happened afterwards is not quite clear, but the other ponies passed over the prostrate jockeys and Poon Hon-lam received a kick on the head, which caused concussion and his subsequent death in hospital.

F. N. Marcal was also severely kicked and was taken to hospital with a severe gash across the face. It is feared he suffered other injuries in addition.

The jockey, Poon Hon-lam, who was fatally injured, was not very well-known in Hong Kong, where he was not registered for riding.

ROME-BERLIN TELEPHONE CUT

(SPECIAL TO "CHINA MAIL")

The B.B.C. reports last night that telephone communication between Rome and Berlin has been completely cut off and will probably remain so for two days.

No reason is given for the move.—International News Service.

NEW WANG BANK

GAILY DECORATED WITH FLOWERS AND FLAGS THE SHANGHAI BRANCH OF WANG CHING-WEI'S CENTRAL RESERVE BANK WAS OPENED THIS MORNING.

Simultaneously the new currency made its first appearance as officials attending the opening ceremony tipped Chinese waiters with the new money.

There is much speculation regarding the possible effects of the new currency on Shanghai's money market.—Reuter.

Heavy Nazi Losses In Dive-Bombers

(SPECIAL TO "CHINA MAIL")

WITH GOERING'S LUFTWAFFE TAKING OVER FROM THE SHATTERED ITALIAN AIR FORCE, BLASTED OUT OF THE SKIES BY THE R.A.F., THE TEMPO OF THE WAR SITUATION IN THE MEDITERRANEAN AND NEAR EAST IS RAPIDLY SPEEDING UP.

While no German 'planes have yet put in an appearance in the Western Desert, where the R.A.F. continue to dominate the air and have carried out a devastating raid on the besieged port of Tobruk, the Nazi air force has repeatedly raided Malta.

Objective of the raids, which are being carried out by dive-bombers, appears to be to finish off the crippled aircraft-carrier Illustrious, which docked at Valetta after being hit in the attack on a British convoy in the Straits of Sicily.

German successes, however, appear to be nil, in spite of strong preliminary attacks on R.A.F. aerodromes in Malta where Hurricane fighters are based.

A statement issued in Valetta yesterday says that 15 Italian and German 'planes were downed during Sunday's violent raid on Malta.

This makes a total of 30 downed by Malta's fighters and anti-aircraft in three days, and brings to well over 100 German losses in dive-bombers since their participation in the struggle for domination of the central Mediterranean.

Drive To Red Sea

Meanwhile, General Wavell's forces in North Africa are striking hard at the demoralised Italians and, in the absence of German aid, further cracks have appeared in Mussolini's African Empire.

The British recapture of the embattled Sudanese town of Kassala, near the Eritrean frontier coincided with the announcement of the amazing feat of British officers who penetrated 400 miles into Abyssinia, where they are now training a large force of native rebels.

The reoccupation of Kassala was accompanied with few British casualties, and it is indicated that the British may have already crossed the Eritrean frontier in a drive to the Red Sea, thus spreading into Italian territory east and west from Egypt.—International News Service.

TWELVE PACIFIC RAIDERS

The "Manila Bulletin" this morning prominently publishes stories by 98 Filipino survivors from three British vessels sunk by German raiders in the Pacific in December.

The reports state there are 12 German raiders in the Pacific and 12 more being fitted out in Japanese ports.

The survivors, who landed in Manila last night, described three raiders which they saw. Two were armed with heavy calibre guns and any of the three could face a light cruiser.

The Narvik, a vessel of about 10,000 tons, was called a black ship without any identification marks. She carried twelve 4-inch and 8-inch guns, with two torpedo tubes.

She also carried two dive-bombers and three Heinkels and is capable of a speed of 22 knots.

Survivors told vivid stories of their ordeal but said they were well treated.

The other two raiders were both disguised as Japanese and were named the Tokyo Maru and Manyo Maru, being of 10,000 and 5,000 tons, respectively.

The Manyo Maru was also heavily armed while the Tokyo Maru serves as a supply ship.—Reuter.

AXIS HEADS IN SECRET CONCLAVE

(SPECIAL TO "CHINA MAIL")

IT WAS RELIABLY reported in Berne yesterday that Hitler and Mussolini, conferring secretly somewhere in south Germany, have mapped plans for intensified Italo-German cooperation and joint military, economic and diplomatic action.

It is believed the major item discussed was the question of Axis measures to counteract the effects of growing American aid to Britain.

It is understood the conference is being resumed to-day.

The Dictators, with their advisers, are said to be formulating a new Axis strategy covering the whole Mediterranean region, from Gibraltar to Suez, and from Spain and France to Rumania and Bulgaria.

Axis Black-Out

Berne believes the conference is being held either in Munich

or Salzburg.

It is predicted that an important joint Italo-German announcement is to be made, to coincide with the Washington inauguration ceremonies for dramatic effect.

Rome and Berlin have virtually blacked out news of the conference and official sources refuse to confirm the meeting, while the radio and press make no mention of the discussions.—International News Service.

WEATHER FORECAST:—North-east winds, fresh; fair.

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RICE CARGO DETAINED

PLEADING GUILTY TO EXPORTING 75 BAGS OF RICE ON BOARD A TRADING JUNK, NO. T3100H, WITHOUT A PERMIT FROM THE FOOD CONTROLLER, WONG PUI, 20, JUNK FOKI, WAS FINED \$500 BY MR. E. HIMSWORTH.

Sergeant Galvin, prosecuting, said the junk was searched in Quarry Bay and 75 bags of rice, valued at \$1,600, were found on board. Accused, who was in

charge of the 'junk, admitted he was taking the rice to San Mei. The junk, with the rice, were ordered to be detained until the master paid the fine.

Leung Chin, 36, junk foki of boat No. 2864V, was remanded when charged with moving 70 bags of rice, valued at \$1,670, on board his junk without a permit from the Food Controller on Friday.

Accused who is on \$500 bail, will, said Sergeant Galvin, be defended by Mr. C. A. S. Russ.

SALE OF NEW BOOKS ENGINEERING

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Protracted Bombardment Of Town

(SPECIAL TO "CHINA MAIL")

IT WAS REVEALED in Cairo that R.A.F. bombers dealt flaming destruction in the encircled Italian port of Tobruk and other Fascist African bases while howling desert sandstorms brought land operations to a virtual standstill.

Battling treacherous head winds and air pockets to reach their objectives R.A.F. squadrons delivered a protracted bombardment of Tobruk, igniting two big fires and causing eleven violent explosions.

Other bombers raided the formidable coastal stronghold of Derna where "a large number of bombs was dropped on army barracks."

Simultaneously Italian bombers raided British airfields near Tel Aviv, Palestine, and the Suez Canal.

Two raid alarms were sounded in Cairo and Alexandria but no bombs were dropped. — International News Service.

Huge Fire

Tobruk, against which the R.A.F. resumed the air offensive on Thursday night, was again raided on Friday night.

A huge fire, states an R.A.F. communique issued in Cairo yesterday, was caused near petrol dumps. Other damage could not be observed owing to weather conditions but all bombs fell well in the target area.

One Italian bomber was shot down by an Australian squadron.

R.A.F. operations in Italian East Africa the same night included the bombing of a large transport yard at Assab, military buildings at Hargeisa, in British Somaliland, an enemy camp five miles east of Umm Hagar, where fires were started, and Asmara.

One British fighter failed to return from patrol in Libya. — Reuter.

MALTA HARBOUR BOMBED

The Near East war, in which German dive-bombers and British troops shared the limelight, continued to hold attention yesterday as bad weather drew a screen over the war in the West.

The German air force, seeking to aid Italy by gaining control over central Mediterranean waters, made another attack on the British naval base at Malta yesterday, according to Berlin reports.

No account of the raid has been received from Malta direct but apparently the Germans switched the attack back to the harbour, after bombing R.A.F. aerodromes on Saturday.

German dive-bombers are now being protected by German and Italian fighters and the Germans admit losing three more aircraft to R.A.F. fighters who, although outnumbered, shot down six in combat on Saturday, making a total of at least 11 since Thursday. — Reuter.

SWASTIKA TORN DOWN IN SAN FRANCISCO

Police answered "riot calls" when several youths ripped the swastika from the flagstaff of the German consulate in San Francisco yesterday while a crowd of several thousand blocked the street outside the consulate. The flag was unfurled to celebrate the foundation of the Reich in 1871.

Earlier there had been a demand either that the swastika be removed or that the consulate fly the Stars and Stripes alongside. — Reuter.

DELHI TRADE TALKS

It was learned in Rangoon yesterday that negotiations for a new Indo-Burma trade agreement are to start at New Delhi on February 1.

The Burma delegation will be led by the Premier. — Reuter.



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THE BEER THAT MADE MILWAUKEE FAMOUS

KASSALA FALLS TO BRITISH

Fresh Successes For General Wavell's Forces

Italian Troops "On The Run"

FRESH SUCCESSES for the British forces in Africa were announced in Cairo yesterday with the re-occupation of the strongly defended post of Kassala, on the border of the Anglo-Egyptian Sudan and Italian Eritrea, and the pursuit of Italian troops "on the run."

A communique states: "Our troops have re-occupied Kassala. By intensive patrols over a period of a week our troops, at low cost to themselves, have inflicted daily casualties on the enemy, who has been forced to evacuate strongly defended positions in and around Kassala."

"Italian troops all along this front are retreating, pursued and harassed by our mobile detachments."

British pressure on the borders of Abyssinia — inside which Abyssinian patriots are active — continues with "active patrolling in the Metamma region and Gallabat."

No Change In Libya

It is officially stated there is no change in the situation in Libya and nothing of importance to report in Kenya.

The Italians occupied Kassala, which actually lies 18 miles north of the Eritrean frontier, in July last.

Since November operations by British and Indian troops have been taking place in the hills north-east of Kassala, with a view to threatening the right flank of the Italian force holding Kassala. — Reuter.

CHAPLIN GOES DOWN WELL

Charlie Chaplin's new film, "The Dictator," has had a very enthusiastic reception at its first showing in Uruguay, says a Montevideo message.

Near the end, when Charlie makes a speech in favour of democracy, the large and enthusiastic audience threatened seven Fascist sympathisers who tried to demonstrate.

The Fascists were later arrested and detained by the police, in spite of an attempt at intervention by the Italian Minister.

The press of Buenos Aires and Montevideo gives unanimous praise to the democratic nature of the film and its significance to the present time.

One paper calls it "extremely heartening."

Another paper, in a review three columns long, says:

"Chaplin is defending the imperilled but imperishable ideal of fraternity among men."

KENNEDY WANTS AID TO BRITAIN

BROADCASTING from New York, Mr. Joseph Kennedy, former Ambassador to Britain, said he advocated the utmost aid for Britain but this must not go to a point where war would become inevitable.

If, after the resources of Britain were used up, he would prefer assistance given by outright gifts.

Mr. Kennedy added: "Many Americans fear Hitler will declare war on the United States if aid to Britain continues but to declare war is outmoded in these days of unbridled force."

"Hitler would declare war on the United States only when he thought such action in his best interests, for the United States has certainly committed acts sufficiently unneutral to justify a less despotic tyrant than Hitler declaring war."

Nazi Paganism

"It is not surprising that the American people desire Hitler's defeat, for he has attempted the decivilisation of the world in the name of Nazi pagan philosophy."

Mr. Kennedy declared that after the retreat from Dunkirk and the fall of France the English defences were in a deplorable condition but in spite of such handicaps and in spite of the fact that the conquest of the British Isles would have given Hitler domination of Europe, the Germans had never been able to secure a foothold on that island. — Reuter.

H.K. IMMIGRATION PROVISIONS

(SPECIAL TO "CHINA MAIL")

IT WAS DISCLOSED BY MR. R. A. D. FORREST, IMMIGRATION OFFICER, THAT NOT ONLY CHINESE, BUT BRITISH SUBJECTS, IRRESPECTIVE OF RACE, MAY APPLY FOR IMMIGRATION CERTIFICATES.

There are many British subjects of Portuguese, Indian and other races in Hong Kong who do not possess passports, said Mr. Forrest.

If necessary, these people may apply for certificates through the authorised channels.

It is also stated that lost certificates may be replaced by paying the fees charged for the originals.

CHURCHILL A GREAT REVOLUTIONARY

The Indian Labour leader, Mr. M. N. Roy, addressing the Anti-Fascist Conference at Calcutta yesterday, said: "We must throw in our forces at the side of Britain because she is fighting for our interest."

Mr. Churchill, guiding the front rank of fighters against the bulwark of world reaction, is a greater revolutionary force than all Congress leaders, Right and Left, put together, who are only obstructing the fight." — Reuter.

(Continued from Next Col.)

The Maharaja of Patiala, in a message to the conference, said: "We must implement last August's pledge to the British Commonwealth to support the fight for human progress, and realising it is our religious duty, we must carry out our pledged word to those who are fighting for ideals identical to ours." — Reuter.

SIKHS RALLY TO BRITAIN

A meeting of Sikh leaders from all over the Punjab, among whom were several members of the Shiromani Akalidal, at Lahore yesterday passed a resolution to form a Khalsa (Sikh) Defence of India League to maximise the Sikh effort for the defence of India and to ensure the victory of Britain.

The Maharaja of Patiala will be patron and general president of the League while Sardar Ragbir Singh of Amritsar was unanimously elected president.

The meeting issued a clarion call to every Sikh to enlist in the army, navy or air force and so support Britain to the utmost of Sikh manpower and also to maintain the Khalsa tradition of unswerving devotion to duty and strict discipline and determination to win.

Religious Duty

It also congratulated Sikhs for heroism on the Libyan front and resolved to effectuate the above decisions.

(Continued at foot of preceding Col.)

BRAVERY OF A TANK N.C.O.

THE RESOURCES and courage of British troops in the Western Desert campaign is well illustrated by the remarkable story of a Corporal of the Royal Tank Regiment, who has just been awarded the Military Medal.

He was in command of a light tank during the attack on Capuzzo and did not retire with the rest because the driver had not received the order to withdraw.

COLONY ARP POSTS COMPETE

Under A.R.P. Training Officer M. L. Bevan, a very successful Inter-post Sector Exercise Competition was held in District "B" of the Tsimshatsui Division yesterday morning.

The Competition started at 9.30 a.m. and was not completed until 11.15 a.m., some 20 Warden's participating.

A.R.P. Post No. 20 won the competition.

In the course of the exercise the competitors had to deal with high explosive and gas bombs. Altogether there were eight "incidents" staged at different spots in Hsichong Road, Lock Road, Ashley Road, Canton Road, Hankow Road, and Peking Road.

The tank was struck by a small shell, the driver being knocked unconscious and the gunners dazed.

The corporal revived the gunners and ordered him to drive on, although the tank was then under fire from enemy guns on three sides.

Although picked out by a searchlight, the corporal got out, cut through the wire and cleared a path through which the tank could pass. They then re-joined their patrol.

Among other awards is a Military Cross to a Second Lieutenant.

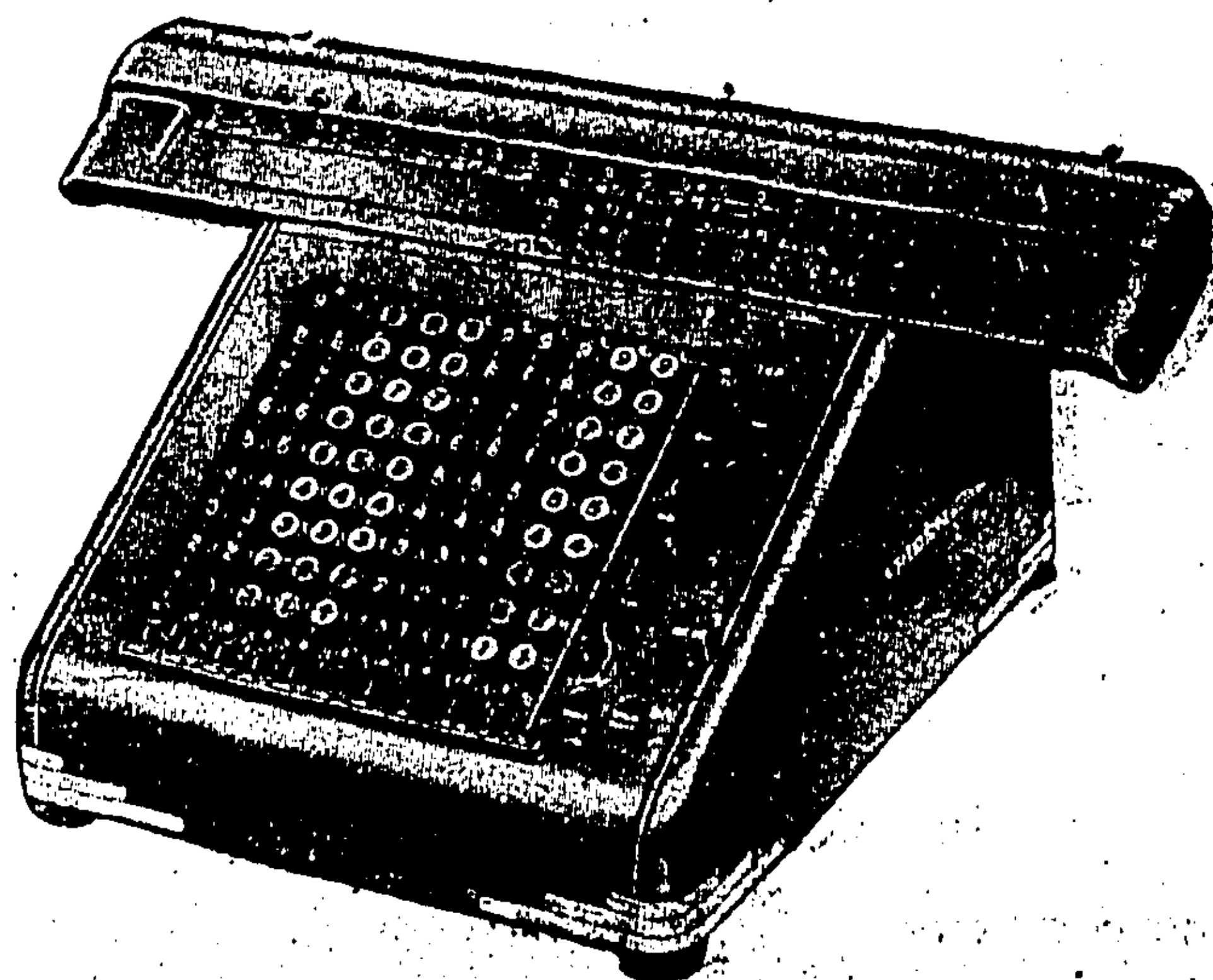
In two attacks on enemy aeroplanes he captured two aeroplanes and destroyed another.

WITHOUT PERMIT

Accepting Mr. Russ's submission that his client had only committed a technical offence, Mr. E. Hingsworth at Kowloon this morning fined Leung Chin, 36, \$50 for moving rice in the Harbour without in permit from the Food Controller on Saturday.

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Electric Carriage Shift	Keyboard Clear Key
Plus & Minus Bars	Visible Decimal Markers
Selective Sweep Clearance	Division Stop Lever
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Not since "Jesse James" has he had such a role!

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JOHNNY APOLLO

with **EDWARD ARNOLD • LLOYD NOLAN**
CHARLEY GRAPEWIN • LIONEL ATWILL

A 20th Century-Fox Picture

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Daring Cattle Thieves Take It On The Run!

FIGHTIN' MAD AND RARIN' TO GO!

CLARENCE E. MULFORD'S **"HEART OF ARIZONA"**

A Paramount Picture featuring **WILLIAM BOYD**

with George Hayes • Russell Hayden • Natalie Moorhead • John Elliott • Billy King • A HARRY STEINMAN Production

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THE MAN WHO DARED

MATINEES: 20c, 30c • EVENINGS: 20c, 30c, 50c, 70c

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TO-DAY **THE LONE WOLF** meets a Lady

with **GERTRUDE MICHAEL • LEE BOWMAN • ROBERT CUMMINGS**

A Paramount Picture

TO-MORROW **"SOPHIE LANG GOES WEST"**

LUFTWAFFE FORCED TO CHANGE ITS TACTICS

(By Reuter's Air Correspondent)

R.A.F. AND THE Fleet Air Arm opposition to the German air threat in the Mediterranean has forced the Luftwaffe in the short space of eight days to change its tactics.

German fighters are now in action, and besides Stuka dive-bombers other bombers are also operating; these changes are revealed by the Axis High Command's own version of the joint air operations.

For example: on January 10 German 87 dive-bombers were accompanied by Italian torpedo bombers in the attack on a British convoy in the Sicilian Channel.

On January 15 and 16 heavy raids on Malta were made by Junkers 88 as well as 87 dive-bombers, which were accompanied by Italian fighters.

On January 17 single German bombers (presumably long-range types) attacked targets in the Suez Canal Zone by night.

In two raids several hangars were damaged.

Chief Problem

Chief British problem in combating the German menace is the possession of sufficient land and shore-based fighters.

Already the Germans have had to bring into a service their own fighters to protect the Junkers 87's and to employ other bombers.—Reuter.

An Old Plan

On January 18 German dive-bombers and other bombers again attacked Malta, and this time German as well as Italian fighters escorted the raiders.

Objectives in the last raid on Malta were R.A.F. aerodromes. This plan of attack follows that adopted by the Luftwaffe over England last summer, after British fighters had forced German dive-bombers to abandon attacks on convoys in the English Channel.

Hurricane fighters shot down five German dive-bombers at Malta on Saturday. Last Thursday they also destroyed five raiding aircraft while five others fell to anti-aircraft gunners.

R.A.F. Retaliation

In the initial blow at the British Mediterranean Fleet on January 10 the raiding formation was not escorted by fighters. As a result 12 planes were brought down, chiefly by Fleet Air Arm fighters, and three British warships were hit.

On Sunday night and again later in the week R.A.F. bombers heavily raided Catania airport, in Sicily, one of the Nazi bases. Between 30 and 40 aircraft were destroyed or damaged in the first raid alone.

GERMAN RAID ON MALTA

DAMAGE TO R.A.F. PROPERTY IN THE GERMAN AIR RAID ON MALTA ON SATURDAY WAS NOT OF A SERIOUS NATURE, STATES AN R.A.F. COMMUNIQUE ISSUED IN CAIRO.

British fighters, which intercepted a large raiding force were greatly outnumbered. Nevertheless they shot down six raiders and badly damaged a number of others.

As announced in Malta two British fighters were lost but one pilot was saved. The German aircraft were Junkers 87, and 88 bombers. — Reuter.

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TONY'S DANCE STUDIO (Opp. King's Theatre) 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200.

PALESTINE HAS FIRST NIGHT RAID

The first night air raid on Palestine occurred in the early hours of Saturday morning in bright moonlight.

Two hostile planes dropped bombs on an open town in southern Palestine but no damage or casualties were caused.

This is the first raid on Palestine since Haifa was attacked by day on September 29, last year.—Reuter.

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2 WIVES . . . I HUSBAND . . . 1,000-LAUGHS!
It's Slightly Scandalous . . . Daringly Delightful . . . and Deliriously Funny!

They've made you laugh before... now they'll make you SCREAM! Wife... husband... bride... there's something mighty funny going on here.

Irene DUNNE
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with **RANDOLPH SCOTT**
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In a story of a bachelor husband by the director of 'Bachelor Mother' and the producer of 'Love Affair'

A LEO McCAREY

Production Directed by **GARSON KANIN**

He's no hit with this Mrs.

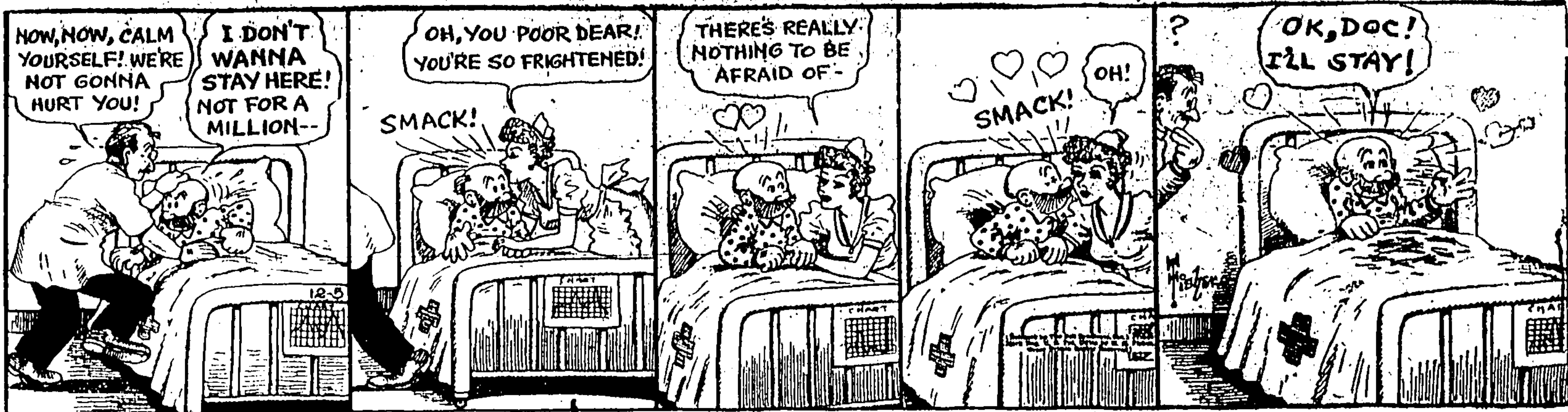
It's DARING! DELIGHTFUL! DEMENTED!

Written for the screen by Belle and Samuel Spewack

Next Change... Stuart Erwin • Marjorie Weaver in 20th Century Fox Picture **"THE HONEYMOON'S OVER"**

MUTT AND JEFF

By BUD FISHER



RESEARCH STATION FOR N.T.

Government's plans to increase the productivity of the New Territories have now reached the stage where it is proposed to go ahead with the proposal to establish an Agricultural Research Station in the N.T.

The object is to conduct experiments with a view to improving local agriculture and animal husbandry, and so help to make the Colony less dependant on outside sources for its food supplies. In a note concerning the inclusion of provision in the Estimates, Government states that if times were normal, it is possible that a grant from the Colonial Development Fund might be made available for this purpose; such a grant can hardly be expected in present circumstances but it is felt that the need for this Station is so pressing that funds should be provided from local sources if the financial position permits.

Accordingly a sum of \$150,000 is provided under Public Works Extraordinary for the erection and equipment of the Station buildings and since the Station will be under the general supervision of the Superintendent of the Botanical and Forestry Department, who has already been gazetted as Agricultural Adviser for the Co-

U.S. READY TO FREEZE CREDITS

PLANS TO FREEZE ALL FOREIGN ASSETS IN THE UNITED STATES NOW ONLY AWAIT THE SIGNATURE OF THE PRESIDENT, ACCORDING TO THE NEW YORK "TIMES" YESTERDAY.

The Order will stop the flow of German, Japanese and Italian funds in and out of the United States.

The newspaper adds that fear of the Order is responsible for the recent exodus of German money. —Reuter.

lony, provision has also been made for the personnel and maintenance of the Station.

European Officer

The Station will be in the direct charge of a European Agricultural Officer who, it is proposed, will be recruited from another Colony; the salary scale suggested for this post is that obtaining for similar posts in the African Colonies.

One of the most important problems of the moment is to what extent human nightsoil and other waste matters from the urban area can first be rendered harmless from the point of view of public health and then distributed to the farmers of the New Territories as fertiliser; the recent researches of Mr. G. S. Kennedy-Skipton have shown that this matter is worth pursuing and as a first step, on the recommendation of the Government's Agricultural Adviser, a sum of \$60,000 is provided for further practical experiments in this direction.

BELGIAN GIFT FOR AIRCRAFT

The Belgian Government's generosity in presenting through the Finance Minister, M. Camille Gutt, a cheque for £100,000 to the Minister of Aircraft Production, is recognised and warmly welcomed in the London press.

"It is all the more welcome for its complete spontaneity," says "The Times," which points out that the gift comes from a Government which is facing every sort of difficulty and knows the period of strain is far from ended.

Lord Beaverbrook, accepting the cheque, said the British public would welcome the generosity of the gift, an immense sum of money, and the extraordinary spirit of cordiality and support.

It is understood the aircraft when possible will be flown by Belgian pilots. — British Wireless.

SABOTAGE IN NORWAY

ACTS OF SABOTAGE IN THE NORWEGIAN PROVINCE OF WEST OSTLAND HAVE GROWN SO FREQUENT THAT THE GERMAN AUTHORITIES HAVE NOW ANNOUNCED DRASTIC PENAL TIES.

A fine of £4,000 is imposed on the province itself and all meetings are forbidden for two months. Norwegians in the province must not be out of doors after 8 p.m.

The Germans also announce that anyone caught committing an act of sabotage will be shot.

Guard Against Colds By Building Up Your Resisting Power.

If you are subject to colds, look to the condition of your blood, for the fact that you are constantly catching cold is a sign that the blood is in poor condition.

In order to improve your blood eat only simple wholesome food and take a course of Dr. Williams' Pink Pills, for these pills build up the blood, strengthen the nerves and tone up the whole system.

The prescription of an eminent physician, Dr. Williams' Pink Pills are famous the world over because of their health restorative value to both sexes.

If you are run down, lack appetite, suffer from insomnia, nerve weakness, back pains, rheumatism, sciatica, try a course of Dr. Williams' Pink Pills; they are one of the finest curative forces for disorders due to impoverished blood and nerve debility yet devised by medical science. Chemists everywhere can supply

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FINAL SHOWINGS TO-DAY

THE STORY OF TEN YEARS THAT PACKED THE THRILLS OF A CENTURY !!!

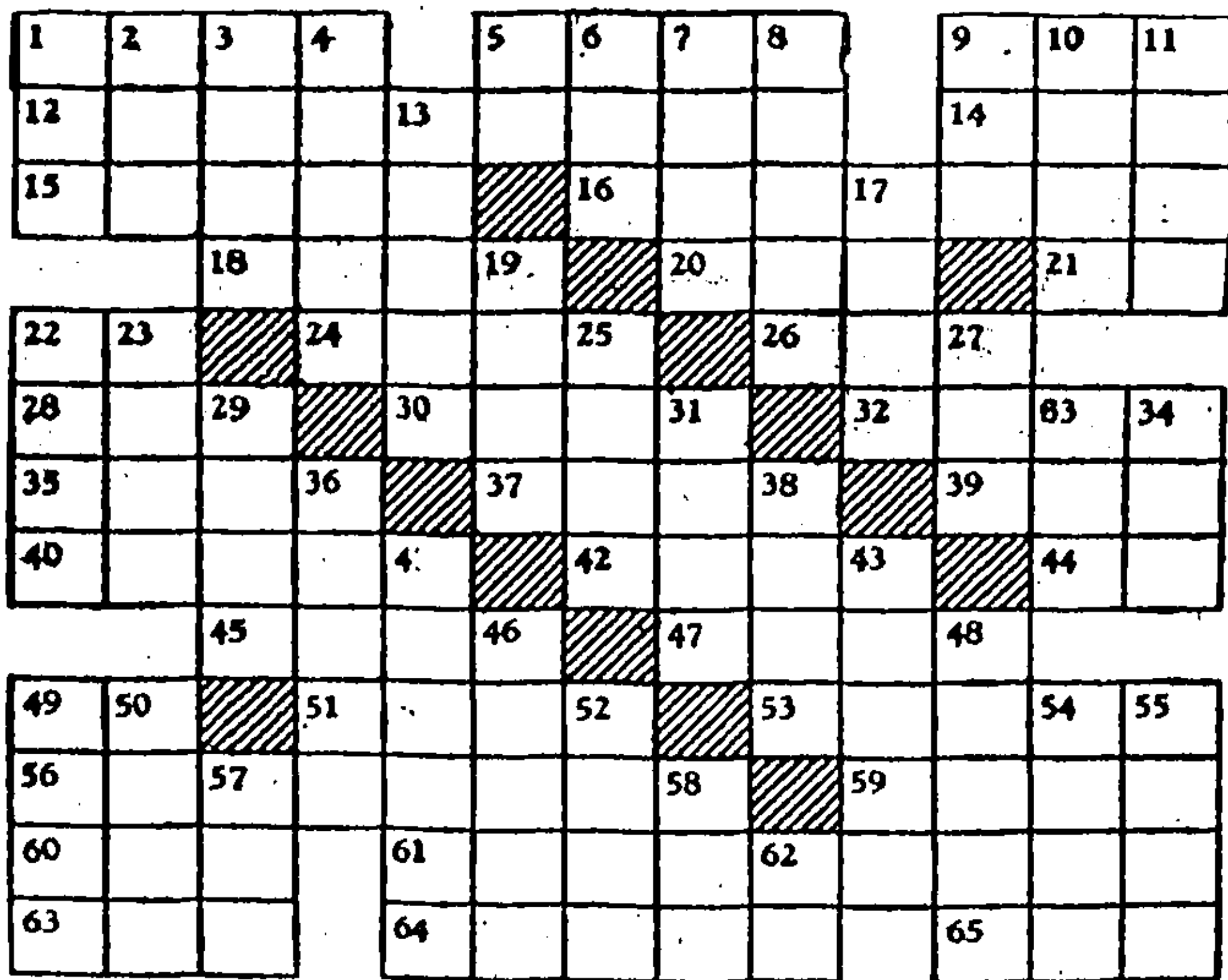


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A Thrilling Story Of The Heroes Of The Air!

"20,000 MEN A YEAR"

A 20th Century-Fox Picture with
Preston Foster—Randolph Scott—Margaret Lindsay

OUR 10-MINUTE CROSS-WORD



HORIZONTAL

- 1 To slide
- 5 Bacteriologist's wire
- 9 Silkworm
- 12 Future existence
- 14 To bring forth
- 15 Adolescence
- 16 Sainly
- 18 Title
- 20 Beetle
- 21 Note of scale
- 22 Colloquial: father
- 24 Page
- 26 End
- 28 Before
- 30 To let fall
- 32 Uncanny
- 35 Bound
- 37 Petitions
- 39 Mould
- 40 The Destinies
- 42 Non-professional
- 44 Exists
- 46 Bridge term
- 47 Happy
- 49 While
- 51 Dash
- 53 Greek coins
- 55 European country

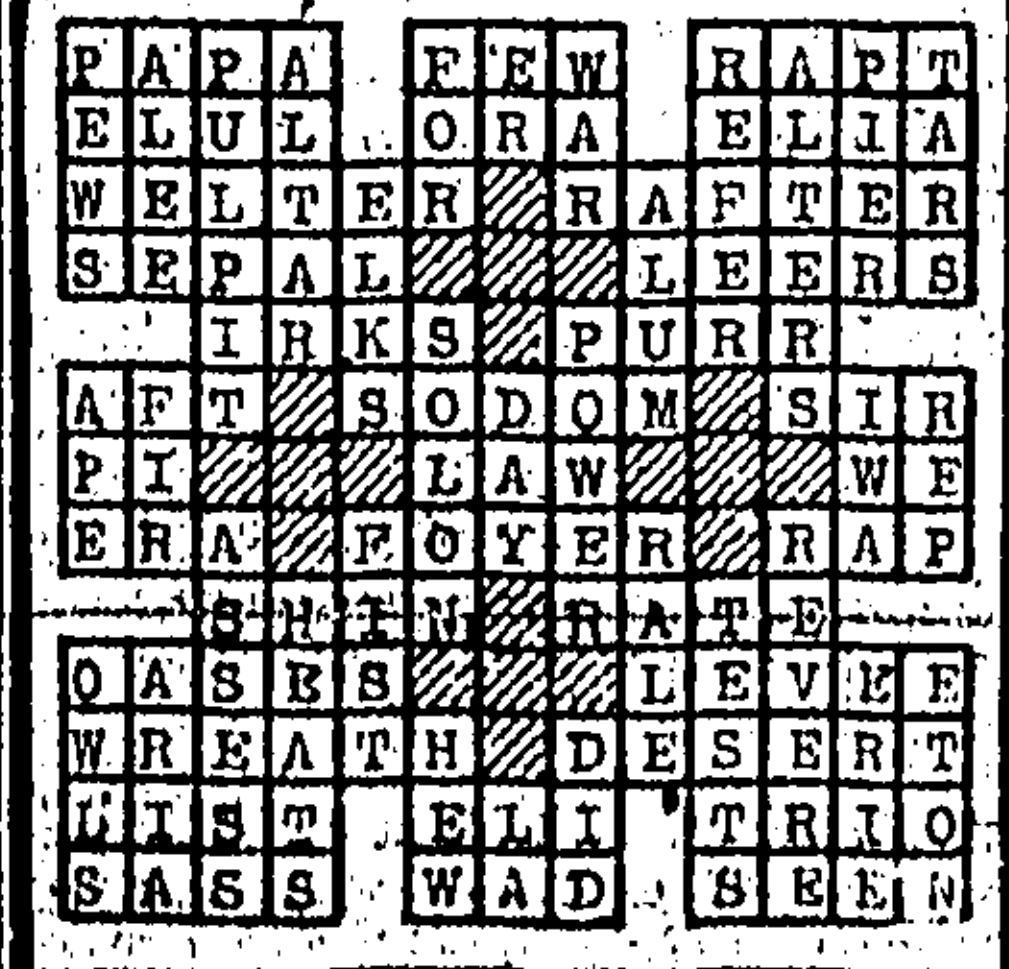
- 59 Ox of Celebes
- 60 Swiss canton
- 61 Collection of literary extracts
- 63 To make lace
- 64 Table-lands
- 65 Law: things

VERTICAL

- 1 Diffident
- 2 Sign of the Zodiac
- 3 City in Spain
- 4 Flower-leaf
- 5 From
- 6 Greek letter
- 7 To transmit

- 8 Plant disease
- 9 Elongated fish
- 10 Sora
- 11 Peruvian Indian
- 13 Turkish sultan
- 17 Great Lake
- 19 Hearing organs
- 22 Money
- 23 Plane surface
- 25 Vile
- 27 To caress
- 29 Erodes
- 31 Wampum
- 33 Brazilian coin
- 34 Affirmative
- 36 Biblical name
- 38 Storage-house for grain
- 41 Oriental salutation
- 43 Conspiracy
- 46 River in France
- 48 Giver
- 49 To border
- 50 Division of the Koran
- 52 Insect eggs
- 54 Theatre seat
- 55 Avers
- 57 Ignited
- 58 Sunken fence
- 62 Bone

SATURDAY'S SOLUTION



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SHAVING DISCOMFORT
FOR WET SHAVES USE A
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THE LIFETIME RAZOR

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**M.P.'S SHARP
ATTACK ON THE
ADMIRALTY**

ON THE MOTION for the adjournment of the House of Commons Mr. Stokes (Soc.) raised matters concerning the sinking of the aircraft carrier H.M.S. Glorious during the withdrawal from Norway in June.

He said that if the captain's death was claimed as an excuse for not giving full publicity and having an investigation into the matter, his answer was that 1,200 gallant men went down at the same time, and their relatives had a right to know what happened.

He might have agreed three or four months ago that it was not in the public interest to discuss the matter, but what advantage could that be to the enemy now that it was a matter of history?

Which was more likely to impress the German High Command an Admiralty afraid to face the facts, or which faced them with serene confidence?

Was the First Lord satisfied that the proper instructions, the best that could have been advised, were issued to the ship? Did the Admiralty know of the movement of ships which sank the Glorious? The Grand Fleet was within 800 miles of the accident. Did Sir Charles Forbes (then Commander-in-Chief of the Home Fleet) know of the movement of the Glorious, and was his position such as to give it aid?

"Gestapo Methods"

The most tragic part was, he understood, that from the three ships sunk there were only 39 survivors. It had been reported that 1,000 men were on rafts for three nights and two days. He got into touch with one of the survivors and asked to meet him, when he had a telegram saying, "Regret unable to meet you. Admiralty instruction." (Cries of "Oh!")

"It seems to me very wrong," he said. (Cheers.) "I shall oppose Gestapo methods wherever they are."

Mr. Alexander, First Lord of the Admiralty intervening, asked for particulars.

Mr. Stokes said that if he had an assurance that the person concerned would not get into trouble he would show Mr. Alexander the telegram.

Mr. Alexander said he certainly undertook that at all times when such a matter was raised in the House by a member there would be no penalty for the other person referred to.

Mr. Stokes said that in view of that assurance he would give Mr. Alexander the particulars, but first

he must have the permission of the man.

**"Victimised" For
Criticism**

Cmdr. Bower (Cons.) said he had just returned from three months at sea engaged on convoy work. Before that he was naval liaison officer to the Commander-in-Chief of the R.A.F. Coastal Command, in constant, almost daily, touch with the Operations Staff of the Admiralty, and he could confirm everything Mr. Stokes had said.

In the early part of June, he said, he was approached by a large number of officers on the Operation Staff of the Admiralty, not silly young officers, but men between 40 and 50 holding responsible positions, and he could assure the House that at that time there was very grave disquiet not only at the episode now being discussed but at the whole conduct of naval operations from the point of view of the higher command in Norway.

"I shall disclose nothing which could assist the enemy. Five months have elapsed since this not inconsiderable disaster took place," he said. "Considerations of secrecy are no longer operative, except for one reason, and that is to conceal the deficiencies of high officers."

Officers' Request

Officers, he continued, approached him, some individually and some collectively, with a definite request to raise the matter on the floor of the House of Commons.

"I think the House will agree I adopted a perfectly right attitude in refusing, because it was quite indefensible for me, as a serving officer, to bring information I received in the course of my duties, to the House, but I am not so sure now that I was right."

Instead, continued Commander Bower, he promised to see the First Lord, but it happened that he had gone to Bordeaux, so he (Commander Bower) wrote him a letter in which he pointed out the grave concern felt among the officers he had mentioned.

"The facts were," said Commander Bower, "that the evacuation of Narvik was considered, for reasons hitherto undisclosed, to be of such a secret nature that none but the highest officers were informed that it was to take place."

"Naturally such an operation in normal circumstances would involve the closest cooperation between the Admiralty, R.A.F., Coastal Command, Vice-Admiral Submarines and other high officers, but such cooperation never took place. I can give my word for it for I was in the Coastal Command at the time, and we knew nothing about it."

Director Did Not Know

"This ship was sunk, these lives were lost, and even such a highly-placed officer as the Director of Operations at the Admiralty knew nothing about it," he added. "I wrote this letter to the First Lord of the Admiralty."

Mr. Alexander: Will you tell me what the Director of Operations knew nothing about?

Cmdr. Bower: I am prepared to tell the First Lord that the Director of Operations was not in-

formed, according to what he told me, fully as to what was happening in connection with the evacuation of Narvik. Certain it is that the Operations Staff, Coastal Command, R.A.F., of which I was a member, did not know, and junior officers of the Operations Staff of the Admiralty, whose duty it would have been to provide the plans, did not know either.

"I know that what has been described as Gestapo methods have been applied to those officers since, as indeed they have been applied to me. Those officers have their careers to think of and I have not, and I can speak openly."

First Lord's Attitude

"Well, I wrote that letter to the First Lord, and, far from realising that I had acted with discretion and forbearance, he sent for me and told me he took the gravest exception to that letter."

"I protested and said that as a member of Parliament I had an absolute privilege to write such a letter whether I was a serving officer or not. The First Lord protested against that, and said it was not so. We argued for a bit. He then became very friendly and said, 'This has put me in a very difficult position vis-a-vis the First Sea Lord.'"

"I asked why, and he admitted he had shown my letter to the First Sea Lord. I do not think it was a proper proceeding for a Minister to show someone else a letter written by a member of Parliament."

The First Lord then said, 'This has put me in a very awkward position. Naturally, those fellows don't like having you at Coastal Command, with access to the board-room of the Admiralty. Will you accept another appointment?'

"I replied, 'Certainly,' and he said 'I would like you to accept an appointment at sea.' At that time we were faced with imminent invasion. He offered me an appointment and, acting on his description of that appointment, which subsequently turned out to be what I can only describe as a false prospectus, I accepted."

Inferior Command

"He asked me whether I would go first to do an anti-submarine course. I went and when I got there I found that a lot of my naval friends, hearing that I was appointed to a corvette, asked 'Why are you going to this inferior command?' I said, 'No, the First Sea Lord has promised it would be fully as good as my present appointment.'"

"I then came back to the anti-submarine department of the Admiralty and found the same thing. Officers asked, 'Why are you going to a command of this description? These ships are to be commanded by lieutenant-commanders R.N.R. and R.N.V.R.'"

"This upset me, and I had another interview with the First Lord, who assured me he had all my interests at heart and in no way was I being victimised; and not until I got to my command did I discover that what the First Lord had said was entirely wrong and what my friends had said was right."

"In other words, a member of Parliament was deliberately victimised for expressing certain opinions, which in my view he had a perfect right to express about the conduct of these operations."

"I have no desire to raise a personal issue, as I have no personal grievance. At all times I was free to come back to my Parliamentary duties."

Disquiet In Navy

"The point is that there was, and still is, on the Naval Staff and throughout the Navy, grave disquiet as to the conduct of these operations. One of the people much criticised in the Navy has gone—the late Commander-in-Chief of the Home Fleet. I will say nothing about him."

"At the present moment there is grave disquiet about the Board of the Admiralty as a whole. There are on the board men of great (Continued on Page 15)



THE SOVIET-GERMAN PACT

The German-Soviet pact, signed on January 10, in Moscow, which has been described as "an answer to President Roosevelt's all aid to Britain plans," will not, it is considered, alter the former economic treaty existing between the two countries to any important extent. The signing of the pact may sound impressive on paper, but it is generally believed to be of a supplementary nature rather than an expression of an intensification of warmth in the relations between the two countries. It is, of course, impossible to give an exact estimate until a detailed study of the text has been made, but no fear is entertained that the present economic situation of Germany will be greatly improved thereby.

In view of the blockade, the British authorities are naturally intensely interested in all possible routes of supply for Germany and for this reason, when the announcement of the treaty was first made with the usual accompanying fanfare from Berlin, to the effect that a new and far reaching trade pact had been signed, some attention was directed to it.

The German radio and press, in an effort to clothe the event with importance spoke of it as a definite blow to Britain, but this appears to be as usual grossly exaggerated. The Chinese press, which is usually well-informed on these matters, remarked that from a practical point of view very little benefit would accrue from it. The reasons given are, firstly, the Soviet harvest last year was a bad one, and, secondly, Germany must pay in cash for all purchases made. It was also contended that as the Russian policy is to conclude similar pacts with any country, belligerent or otherwise, the recent pact does not indicate that Nazism as a policy, is so dear to the Soviet heart that it must have preferential treatment. In fact, the Chinese press considers Germany has secured nothing more than a barter agreement which bristles with difficulties at the outset.

The German announcement that the agreement is a direct blow to Mr. Winston Churchill by facilitating trade activity on a wider scale than was possible under the former German-Soviet pact receives little credence in London. It is not so much the willingness of the

UNDER the stars the estuary shines silver, like a sword pointing to the heart of England. Danish longships rode its waters a thousand years ago. From its beaches they ravaged and burnt. At its head, where the sweet water joins the salt, Alfred and his Englishmen overthrew them. It was one of those great battles of his turbulent times immortalised in the oldest saga in the English language.

To-day that river of the Danes is a highway for less noble pirates. Night after night the Nazi bombers roar up the estuary, high and sinister shapes droning through the moon-wrack of the clouds. Far off the guns of London thud and throb. Above the marshes by the sea searchlights pattern the sky with the fantastically beautiful geometry of war.



Simply Jettisoned

Before dawn breaks in a wash of flat green above the sea the bombers return. The barrage has beaten them. London has sent them back, their wings riddled; and as their bombs have not all been dropped we get them.

There is no military objective within 10 miles. No ship of war is upon the water. Old lighters swing at their anchors in the fairway, "tore-out" hulks. Sloops stick sideways in the mud-traps for any enemy seaplane which might attempt to land on these lonely waters.

Last week the local Blitz started in earnest. London's barbed-wire fence of gunfire sent us London's leavings—landmines, bombs and machine-gun fire.

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One thing, is, however, certain, sea power is facing its most difficult and important test, and on its outcome will depend the direction of armaments and strategy not only in this war but also those of the distant future.

To describe a fight between bombers and destroyers takes longer in the telling than in the action; it is sporadic, intense, sudden war waged relentlessly, repeatedly. A tense and dramatic account from the pen of H. W. Baldwin appeared recently in the *New York Times Magazine*. The fight took place off the Norwegian coast.

The lookouts behind the weather screens on the destroyer stars unceasingly, faces creased from long vigil, at sea and sky. Time was when the white feather of a periscope and the wake of a torpedo were the only intimations of danger, but now a black dot in the sun glare may mean disaster.

The crew is at its battle stations, as the destroyer pounds in the seaway—eases warily in towards the rock-bound coast. Splinter mats are up, and the exposed gun crews wear steel helmets.

parties to trade with each other, as their ability to overcome transport difficulties. That these exist has already been admitted by the very efforts which the Germans are making to overcome them. Trade too, as the Chinese press has pointed out, can only be conducted with surpluses possible to spare from the large and imperative needs of the signatories to the pact. With these facts in view the efficacy of the British blockade does not appear to be greatly affected by the new pact.

Bombers Over The Marshes

Defiance of East Anglia Fishermen Whose Forebears Saw the Danish Invader Routed

By J. Wentworth Day

Three nights ago, under the stars, I picked my way catlike between spars and anchors, dinghies tipped sideways and cables spread like man-traps. Ten o'clock and time to turn in aboard the dark little ship.

"Halt! Who goes there?" From the half-dark three forms loomed. A rifle was poked in my stomach. Identity card and naval pass were scrutinised.

"They dropped a heavy one last night, sir," said the sentry. "Eight feet long, they say—up back of the town. There's another by Summerfield Farm and two more over at Dunder Norton. All delayed action, too."



Blown Up In Smack

I went aboard. The tiny cabin was warmly alight. Alf, blue-jerseyed, brown-faced, tobacco-toothed, was making tea in the kettle, black and strong. The little stove glowed. It lit with the warmth of a Flemish interior the

pile of nets by the fishhold hatch and the long grey barrel of the spare gun on the floor.

"Bert Woodrope was blown up by a moine s'mornin'," Alf remarked calmly, stirring the kettleful with a fork.

"Killed?" I asked.

"Naow! Only scart. He got a wet jacket an' a belly full o' salt water, but he's none the wuss o' that. Smack's gorn, though."

"Where did this happen?"

"Off o'—split. Runnin' wi' the wind they was, goin' a fishin' on the Main when all of a sudden up she blew! Blowed the bows clean off. Bert say the bowsprit come right back double on itself and very nigh swiped him off the starn."

"Him and 'is dad tuk a lep into the dinghy but they ha'n't cut the painter, silly fules, an' down she went an' dragged 'er under with all o' the buh 'on 'em in fourteen foot a water."

"But lor! You wunt drown they tew. Take more'n an owd Jerry to do that. They clumb up

the leach o' the sail an' got atop the mast, and there they set like a pair o' owd cormorants till I tuk 'em off. Larf? I very nigh bust! But they're off agin ter-morrer mornin' in another boat."

There is the plain tale of the typical smackmen, unarmed, who bawl from dawn each day, six miles out amid the perils of the sea, and back again at dusk.

Next morning, at 6 a.m., Alf and I weighed anchor. We stood off down the estuary in the pale light of newborn day. The drone of engines filled the sky like bees. Suddenly, somewhere in the half-light, there came the sinister scream of a bomb. A shattering explosion, a mountain of water which tossed the smack like a cork, a terrific blast of wind shuddering through the rigging. Another and another.

We picked ourselves up from the lee rail, lucky not to have gone overboard.

The sky was alive with screaming gulls and fighting duck. Curlew yelled like banshees. Dogs barked at distant farms. Far ahead the bomber, baffled by London, droned out to sea, to Germany.

"Come on arter they fish! He'll ha' killed a cartload!"



After The Fish

We tumbled into the dinghy, rowed downstream. The first bomb had fallen a hundred yards away. The other two had hit the mud, gashing great craters in its glistening surface.

On the tide drifted fish of all sorts, belly upwards, silver in the half-light. Bass, those brilliant fighters of salt water; plaice, sole, flounders; garfish with their long bony beaks; roker (as we call skate) and bull-routs, those nightmare fish with the goggle eyes and horrific mouths—all floating dead or stunned. Swiftly we scooped them in with long-handled nets. In half an hour we had filled the big dinghy knee-deep. Hundreds floated away.

Yet another side of the picture. That night I went ashore to the waterside inn. Bomb-disposal squads had arrived—one of naval men, the other Sappers. They met in the bar.

A small ginger-haired A.B., Cockney to the ultimate hair of his quiff, poked an aggressive chin in the face of a Sapper and demanded truculently:

"Wot the 'ell are you sappers doin' 'ere? Eink we can't manage a mine or two wivah the Army pokin' its nose in? Any'ow, 'oos mine is it? We was 'ere 12 hours ahead of you."



London For Danger

The landlord blandly offered him all the local mines free and carriage paid; with a V.C. thrown in—but no quarrelling.

"Yus, guv'nor," said the Cockney, "but see 'ere. This is a specialist's job. I'm a specialist. So's me mates. We 'andle all the mines: rahnd 'ere wivah the Army buttin' in."

"Danger? That aint dangerous once you knows the works. Danger? If you want danger, go up ter London. I 'ad 24 hours' leave last week—yes, sir, an' no tanks for it agin. Bits o' old iron flyin' about like coconuts at a fair. I'd sooner stop dahn 'ere in the country where it's quiet."

We discussed invasion possibilities. There entered Gunner Gurtin, white-bearded, 75, king of the wild-fowlers.

"What will you do, Gunner, if the Germans come?" I asked.

"Dul What'll I do, marster? I'll tell you what I hev done. I've loaded my owd punt gun, nine foot long, with a pound o' swan shot as big as doctor's pills, and I reckon if them beggars cum up our river I 'ont 'av warm their jackets for 'em. I'll tiddle 'em up."

That is the spirit of the estuary folks, as it was when the Danes came, as it always will be.

Battleship v. 'Plane

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nets—strange sight for sailors moving on their element, the sea.

Astern, with the solemn majesty befitting the Queen of the Seas, steams a battleship, her great guns loaded and lifted towards the loom of the land. She is the destroyers' charge; around and about her circle and weave and patrol half a dozen destroyers, the white wash of their passing mixed with the scud of the wind-whipped sea.

Paravanes—those torpedo-shaped wire cutters that angle away from each ship's bow to cut the cables of anchored mines and fend them away from the ship's side—are streamed from every vessel; but the little minesweepers themselves, which must bear the brunt of danger, plug along ahead with the great battleship directly in their wake. Just as a wire sweep cuts the cable of an anchored mine and the deadly globular steel casing bobs to the surface to be destroyed from a safe distance by rifle fire, those countless pairs of eyes turned towards the sky see the enemy.

A black dot to landward—one, two, three of them—and now is heard the faint hum of their engines above the wind and the voice of the ships moaning in the lifting sea. The destroyers' main batteries rise towards the targets; on the battleship the anti-aircraft battery—eight four-inchers—elevate to the heavens, train to starboard. The men in steel helmets leap to their instruments—height finders, the complicated box of the anti-aircraft detector.

"Commence tracking, commence tracking!"

The planes grow bigger, those tiny dots against the sky.

"Fire!"

The planes are too high for the pom-poms and machine-guns, but the great guns speak and soon the larger shells are bursting around sea power's new and bitter enemy, in cotton balls of white. The planes fly on. But now, out of the mist astern, launched from an aircraft-carrier's deck fifty or a hundred miles away, roar sea power's newest weapon—a squadron of defending fighters—and the aerial enemy throttles wide, turns and escapes towards land.

But this is only the beginning, and the men at the guns—the steel helmeted men who search the skies and feel so small, with mines and submarines below and planes above—know it.

They have not long to wait. The hum of the motors again—faintly, and there in the sun's path the glint of wings. Again the guns speak. But the planes come on; out of the sun they dive and the faint hum of motors quickens to a terrible roar—the sharp and high and frightening crescendo of the power dive, the less rapid tempo of the glide. All about now the sky guns of the fleet are firing, first the short, hard bark of the four-inchers, now, as the planes come closer, the quicker, deafening rattle of the pom-poms and the machine-guns.

They are coming now—right out of the sky like a plummet; and, though the shell bursts burgeon round them, they come on—faster, faster, as straight as an arrow to the mark, the awful roaring whine of their coming striking terror at the soul.

You can see the bombs now in the racks—dimly; you feel very naked and lonely and insignificant and afraid but you serve the guns and keep the cross-rires of your telescope trained on sudden death.

Suddenly, as the gun barks, the tone of the awful roar alters and you know that they have pulled out of it; that the bombs have dropped and the planes are zooming up and away.

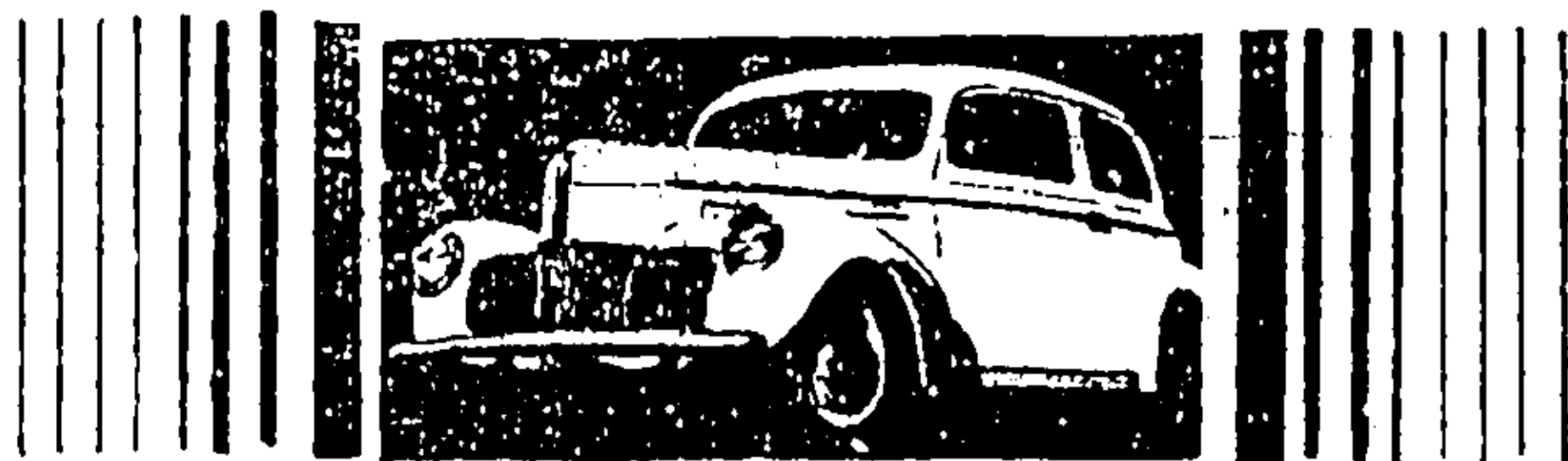
In one fleeting second of immortal time you'll know whether you've been hit. The bombs drop and the ocean opens up in a rush of water close aboard; you feel the wind of death on your face and the sound of it in your ears—but you are not hit; the destroyer shivers, but steams on.

You look about you; at the wreckage of several planes upon the water; at the sweepers away ahead, struggling with the mines; at the bomb-geysers subsiding into the sea; at a sister ship listing badly and taking water, a pillar of smoke and flame rising above her masthead.

You serve your gun and this time the planes bomb in level flight. You can see the bombs leave the bellies of the aircraft far up there and come hurtling down closer, closer. Your muscles are tense and your jaws are set and aching; you serve your gun and the fleet steams on.

The fighting ship and the fighting plane—the former almost as old as man's blue-water history, the latter a new and unknown factor in the equation of war—are settling the fate of nations in the relentless fighting that is going on and that is still to ensue. But Britain has always been able to adapt herself to new conditions.

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**New Joint
Axis Moves
Expected**

(SPECIAL TO "CHINA MAIL")

DIPLOMATIC CIRCLES IN BERNE REPORTED LAST NIGHT THAT HITLER AND MUSSOLINI ARE STAGING A MOMENTOUS PERSONAL MEETING THIS WEEK-END FROM WHICH SOME LARGE-SCALE AND SPECTACULAR ITALO-GERMAN ACTION IS EXPECTED.

It is reported that the conference will be attended by high-ranking German and Italian officers and it is understood the meeting will be concerned mainly with joint Axis moves in the Mediterranean.

**TRANSVAAL
GIFT**

A GIFT OF £25, SENT TO BRITAIN FROM EAST TRANSVAAL, AND PART OF A LARGER SUM RAISED THROUGH A RAFFLE IN ORDER TO GIVE A CHRISTMAS TREAT TO A CERTAIN UNIT OF THE SOUTH AFRICAN AIR FORCE AND ONE OF THE ROYAL AIR FORCE HAS DRAWN THE SPECIAL THANKS OF THE LATTER UNIT.

Stationed in a isolated part of Scotland, the men have sent a message of thanks expressing their gratitude.

"The gift and the kindly thought which prompted it are most warmly appreciated," says the message.

**CAPITAL
EN FETE**

GREAT PREPARATIONS WERE UNDER WAY YESTERDAY IN WASHINGTON FOR THE INAUGURAL CEREMONY OF PRESIDENT ROOSEVELT THE FIRST MAN IN AMERICAN HISTORY TO SERVE THREE TERMS.

The route he will follow to-day from the White House to the capital has been lined with stands to accommodate visitors who have been arriving in special trains.

It is also reported that the Dictators may formulate a more definite Italo-German attitude towards the projected "all out" aid to Britain by the United States.

The question of France is also reported to be on the agenda.

Pressure On France

Observers noted that the reported meeting is being held on the eve of President Roosevelt's inauguration, and special significance therefore is attached to the conference.

Diplomatic observers expect quick Italo-German pressure on France, possibly designed to obtain Axis use of French naval bases and ships.

A German drive through Spain against Gibraltar and a Nazi push through the Balkans against Greece, risking war with Turkey, are also considered possibilities in the near future.—International News Service.

Not Officially Confirmed

Reports originating in Rome press circles that Hitler and Mussolini were to meet in Germany yesterday or to-day are not confirmed in either Axis capital but political observers in Zurich regard an early renewal of the Dictator's conversations as probable in view of the changed situation in the Mediterranean after the sweeping British and Greek victories.

Extent of additional help from Germany to her battered ally will doubtless form the basis of the discussions.—Reuter.

**GALLANT GREEK
SUBMARINE
LOST**

(SPECIAL TO "CHINA MAIL")

The Greek Ministry of Navy in Athens intimates that the Greek submarine Proteus was lost after she sank a troop-laden Italian transport in the Adriatic 21 days ago.

A communique says that the 700-ton Proteus, which had a normal complement of 41 officers and men, has not returned to base since the day she achieved her spectacular feat.—International News Service.

**HONG KONG
RESIDENTS
ARRESTED
ON BORDER**

Three Europeans—two men and a woman—were arrested by a Japanese sentry at Shataukok yesterday afternoon and their release was not obtained until 1.30 this morning, following intervention and representations by the local authorities.

The three hikers were:—Rev. H. D. Rosenthal, Vicar of Christ Church, Kowloon Tong; Mr. A. S. Potter, of Dodwell's, and

Miss E. M. Hansey, a Nursing Sister.

They were hiking on the hills at the back of Shataukok yesterday afternoon, and in the course of the hike they failed to realise that they had crossed into Japanese "occupied" territory.

Suddenly they were challenged by a Japanese sentry on the hillside and compelled to accompany him to the officer in charge of the Japanese troops at Shataukok.

They were searched and questioned at length, but the Japanese officer was not satisfied and demanded that a representative from the Hong Kong Government be sent to negotiate for their release.

A message was sent to the Shataukok Police Station and eventually, following representations by the Hong Kong Government, the three were released at 1.30 a.m. to-day none the worse for their experience.

**Rev. Rosenthal's
Story**

According to Rev. Rosenthal, they were met by a Japanese patrol and taken to Japanese military headquarters at Shataukok where they were questioned and requested to sign a declaration that they were found in Japanese "occupied" territory.

This they did and word was sent to the Hong Kong authorities to send a representative to escort the three back to British territory.

Major Boxer and the Superintendent of Police went across and brought them back at about 1.30 a.m.

During their detention they were provided with light refreshments by the Japanese.

BRITAIN DELIVERS*The GOODS*

Drink
BARCLAY'S
BEER



German Fire Raid In South

After a quiet day, marked only by the shooting down by British fighters of an enemy bomber in the Channel, the alert was sounded in London some time after dark last night.

A burst of gunfire was heard soon afterwards but a quiet spell followed.

Enemy aircraft were reported near a West of England town, a Midlands town and an East Anglian town last night.

South Coast Attacked

Large numbers of raiders approached a South Coast town. Incendiaries were showered on it but fire watchers and others were prepared and many were soon extinguished.

There was little German air activity "round our coasts" during yesterday, states an Air Ministry communique.

A single enemy plane dropped bombs on an East Coast town in the morning but damage was little and casualties few. —Reuter.

ONE-SIDED DEAL IN FRANCE

Evidence continues to reach London showing that the much advertised "collaboration" between France and Germany is a very one-sided affair.

One example is arrangements for compensation paid to persons whose goods have been requisitioned by the German army. The rate fixed is generous but according to a recent decree of the Vichy Finance Ministry it is France who pays.

Whether the cost of this compensation is reckoned as part of the immense daily charges which France is paying in respect of the German occupation or whether in exchange for paying out francs the Vichy Government obtains credit in the recently introduced clearing account is not known, but either way the French nation benefits little by the transaction.

These payments to individuals have, moreover, little effect since the increase in money is unaccompanied by an increase in goods.

Another instance is that in which private safe deposit boxes are being dealt with. Last July the Germans ordered all banks to supply a list of these and forbade their being opened except in the presence of a German financial authority. Later the Germans announced these boxes must be opened "voluntarily" before January 10, otherwise the authorities would open the safes themselves.

Reliable reports show that when the safes were opened all gold, foreign money and securities and unset stones are lodged with the name of the safeholders. But they are blocked by the Germans. —British Wireless.

VICHY STATES ITS STAND

France is determined to defend the integrity of Indo-China, declared "Le Temps" yesterday commenting on the fighting between French and Thai troops on the Indo-China border.

The newspaper declared that Thai's attempt to "realise her territorial claims" cannot be justified either "historically or by legal right based on treaties and adds: — "Thai must not think that France, though conquered, will give up everything. Indo-China is being defended and will be defended in all circumstances, whatever they may be." —Reuter.

FRENCH CLAIMS

A Thailand advanced unit was dispersed east of Poipet by French motorised units, declares a communique issued in Hanoi by Admiral Decoux, adding that on the Mekong River the French entirely cleared the island of Donesanot, 45 miles south-east of Savannkhet.

During the night of January 17/18 French planes bombed Thasakon, Kammarat and Namkham.

A later communique claims that on January 17 units of the French naval forces during a cruise in the Gulf of Siam met Thai ships two of which were sunk and a third seriously damaged, with no French losses.

French planes bombed the aerodrome at Prachinburi and also hangars and barracks at Wadhama and Aranya, where large fires were observed. Despite very active A. A. fire all the French planes returned. —Reuter.

SHIP'S OFFICER PASSES

Mr. David Gordon Will, Second Engineer of the "Kinshan," died in Macao on Saturday morning following a stroke.

The late Mr. Will, who was well-known on the Coast, where he had been for about 25

Greek Torpedo Feat

More details have come through of the sinking of a large Italian transport, the Sardinia, by the Greek submarine Proteus, which has not yet returned to port.

Italian prisoners from other ships in the convoy say that the Sardinia was sunk off Valona and that very few of the hundreds of Italian troops on board her were saved.

Other Italian prisoners are reported to have said that the port of Valona has been rendered useless for large-scale landings as a result of repeated R. A. F. and Greek Air Force bombing attacks.

An Athens report says that very few Italian aeroplanes are actually in Albania now, and that those which are there have come from Southern Italy during the past few weeks.

years, is survived by a brother and sister in Scotland.

At the time of his death he was employed by the H.K. Canton and Macao Steamboat Co.

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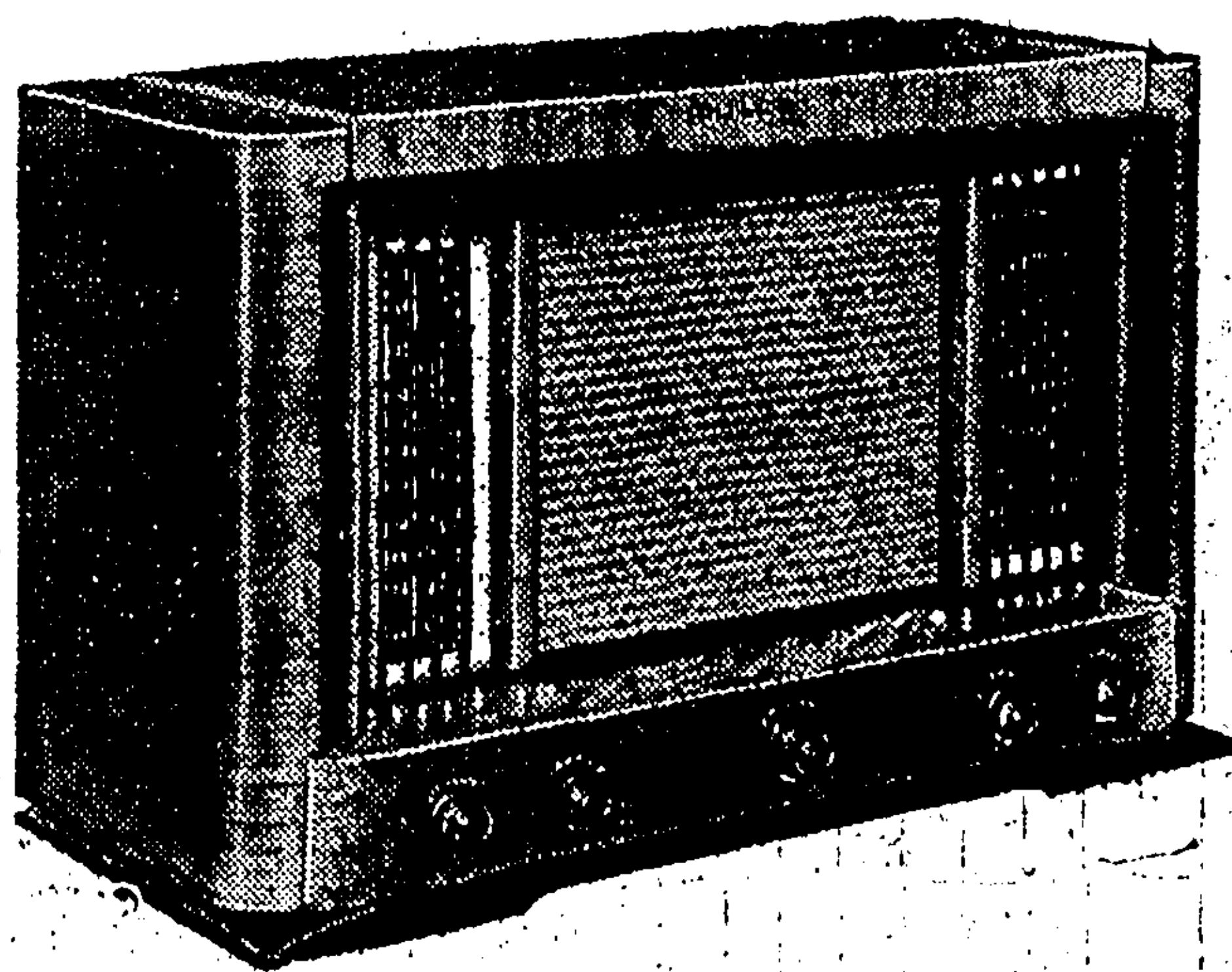
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PUBLIC AUCTION

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 3rd day of Feb., 1941, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Island Road, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Intending bidders are advised that immediately after the disposal of the lot the Purchaser (if not the applicant) will be required to deposit with an authorised officer who will be present at the sale, the sum of two hundred dollars, (\$200) in cash. This sum will be refunded on payment of the Purchase price.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in sq. ft.	Annual Rent	Upset Price
			N. S. E. W.			
1	441	Rural Building Lot No. 441, Island Road, near Stanley	As per sale plan	About 15,700	\$180	\$3,925

PUBLIC AUCTIONS

The Undersigned have received instructions to sell by Public Auction on

TUESDAY, the 21st Jan., 1941 commencing at 10.30 a.m. at the premises of The China Light & Power Co., Ltd., Sub-Station, Yaumatei, 1st Floor.

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE On View from Monday, the 20th January, 1941.

Terms: Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, 16th Jan., 1941.

PUBLIC AUCTIONS

The Undersigned have received instructions to sell by Public Auction on

THURSDAY, 23rd, January, 1941 commencing at 2.30 p.m. at their Sales Room, No. 35 Hankow Road, Kowloon.

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE comprising:—

Teakwood & Iron Bedsteads, Wardrobes, Dressing Tables, Chests of Drawers, Sideboards, Dining Tables, Chairs, Perambulators, Wardrobe & Cabin Trunk, Carpets, Rugs, Elder-down quilts, Gramophones & Records, E. P. Brass, Glass and Porcelain Ware, Electric Lamps & Oeaters, Cutlery, Curios, Ornaments, Cooking Utensils, etc., etc.

also

A Few Pieces of Blackwood Furniture and

1 "Underwood" Typewriter
1 "Mullard" Radio Set
1 Piano by "Hopkinson"
1 Enamelled Bath
1 Fire Extinguisher

On View from Wednesday, the 22nd, January, 1941.

Terms: Cash on Delivery

LAMMERT BROS., Auctioneers.

Hong Kong, 20th January, 1941.

PUBLIC AUCTION

The Undersigned have received instructions to sell by Public Auction on

WEDNESDAY, 22nd Jan., 1941 commencing at 5.15 p.m. at their Sales Room, No. 2, Connaught Road, Central, (2nd Floor)

A COLLECTION OF VALUABLE POSTAGE STAMPS (mostly China & Hong Kong)

Terms: Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, 17th Jan., 1941.

PUBLIC AUCTION

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 3rd day of Feb., 1941, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Castle Peak, in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less the last three days thereof.

Intending bidders are advised that immediately after the disposal of the lot the Purchaser (if not the applicant) will be required to deposit with an authorised officer who will be present at the sale, the sum of two hundred dollars, (\$200) in cash. This sum will be refunded on payment of the Purchase price.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in sq. ft.	Annual Rent	Upset Price
			N. S. E. W.			
2	2	Ping Shan Inland Lot No. 2, Castle Peak	As per sale plan	About 54,450	\$250	\$2,723

PUBLIC AUCTION

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 3rd day of February, 1941, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Castle Peak, in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less the last three days thereof.

Intending bidders are advised that immediately after the disposal of the lot the Purchaser (if not the applicant) will be required to deposit with an authorised officer who will be present at the sale, the sum of two hundred dollars, (\$200) in cash. This sum will be refunded on payment of the Purchase price.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in sq. ft.	Annual Rent	Upset Price
			N. S. E. W.			
3	3	Ping Shan Inland Lot No. 3, Castle Peak	As per sale plan	About 54,450	\$250	\$2,723

PUBLIC AUCTION

The Undersigned have received instructions to sell by Public Auction on

WEDNESDAY, 22nd Jan., 1941 commencing at 5.15 p.m. at their Sales Room, No. 2, Connaught Road, Central, (2nd Floor)

A COLLECTION OF VALUABLE POSTAGE STAMPS (mostly China & Hong Kong)

Terms: Cash on Delivery.

LAMMERT BROS., Auctioneers.

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Terms: Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, 17th Jan., 1941.

BRIDGE NOTES

A DEEP FINESSE By The Four Aces

A deep finesse, preceded by careful preparation, enabled South to make his game in the hand shown below:

East, Dealer
North-South vulnerable

♠ A 10 4
♥ K J 10 6
♦ J 10 4
♣ K 9 4

♠ Q 9 8 5 2
♥ 7 3
♦ 6 5 3
♣ Q 8 7

♠ K J 7 3
♥ 6
♦ A 9 8 7 2
♣ A J 6

♠ 6
♥ A Q 9 8 4 2
♦ K Q
♣ 10 5 3 2

The bidding:
East South West North
1♥ 1♥ Pass 3♥
Pass 4♥ Pass Pass

West opened the six of diamonds, East winning and returning the suit. South won with the King of diamonds and noted that his contract depended on losing no more than two club tricks.

He would have no trouble, of course, if West held the club Ace since then dummy's King would win a trick. But if East had the club Ace (as the bidding indicated would be the case) there was danger of losing the club King to East's Ace and then losing tricks to the club Queen and Jack as well. To guard against this danger, South decided to strip the hand.

His first step was to draw two rounds of trumps followed by the Ace of spades and a spade ruff. Dummy was entered by means of a trump and South discarded a low club on the Jack of diamonds. Another spade ruff gave South the lead with the stake set for the decisive club play.

At this point South led a low club; and when West played low, dummy finessed the nine. East won with the Jack and was helpless to defeat the contract. Another club lead would establish dummy's King of clubs while any other lead would allow Declarer to ruff in one hand and discard a club from the other.

* * *

Saturday you were Merwin Maier's partner and, with neither side vulnerable, you held:

♠ A Q 8 6
♥ A J 9 5
♦ 10 9 7
♣ J 8

The bidding:
You Schenken Maier Jacoby
1♠ Pass 1NT Pass
(?)

ANSWER: Pass. You have a minimum opening bid, and your partner's response shows a weak hand. There is no reason, therefore, to raise the bidding level, especially since you are as well prepared for a no-trump contract as for a major-suit bid.

Score 100% for pass, 0 for any other bid.

Question No. 618

To-day you are Howard Schenken's partner and, with neither side vulnerable, you hold:

♠ K 8
♥ J 9
♦ A 10 9 5 3
♣ A 10 7 5

The bidding:
Jacoby You Maier Schenken
1NT (1)
What do you bid? (Answer To-morrow.)

(Released by The Bell Syndicate, Inc.)

ICHANG FIGHTING

A SUDDEN FLARE-UP OF MILITARY ACTIVITY AROUND ICHANG, RESULTING IN FAIRLY BITTER FIGHTING WHICH IS STILL CONTINUING, OCCURRED LAST WEEK.

The Japanese appear to have taken the initiative, some 5,000 of their troops from Lungchuanfu (east of Ichang) advancing towards Lungwangtung supported by aircraft. These forces were repulsed and the attack was renewed with reinforcements and further planes.

Severe fighting followed, the Japanese suffering heavy casualties. — Reuter.

TRINITY COLLEGE OF MUSIC, LONDON.

LOCAL EXAMINATIONS HONG KONG CENTRE.

The following are the dates of the forthcoming examinations.

PRACTICAL (Vocal & Instrumental Music) early May, 1941. Last day of entry 31st March, 1941.

THEORETICAL (Paper Work) on the 7th June 1941. Last day of entry 31st January, 1941.

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Bringing Up Father

By George MacManus



A PAGE FOR WOMEN The Hatless Vogue-- What American Artists Think

Of late I've been bothered by the spectacle of women and girls appearing on the streets without hats, their locks sun-roughened and windblown. Sometimes they carry a "prop hat"—a bunch of ribbons and feathers, making it a case of bird in hand and bush on head. Sometimes they tie a scarf over their wayward curls. They stand out distressingly against a background of well-dressed women.

At first, as Lawton Mackall, the writer, put it, "I thought they had just washed their hair and were drying it," and didn't pay much attention to those few ill-kempt damsels. Then I heard hints that this was a "new fad" which might make some headway.

As a photographer, I'm concerned aesthetically with the contours, line, expression, and shadows which heighten interest in a feminine face, writes N. Kolas Bury in the "Christian Science Monitor." When a woman appears on the streets without a hat, the entire composition is unbalanced; and the absence of shadows means the removal of charms which compensate mechanized backgrounds.

I became sufficiently disturbed to write to a number of artists I know—photographers, illustrators



The gay young blade says what with the holiday invitations rolling in there's nothing he can do but plan a winter vacation.

and writers — stating my views and asking them how they felt about it.

Now, as everybody knows, artists are notoriously wrong about most things, so it didn't surprise me in the least that some of them replied that they rather liked the look of bareheaded damsels. I was glad, however, to see that such a lot of them were right. I quote a few:

James Montgomery Flagg, whose drawings of lovely women grace the smartest magazine covers: "When gals go hatless in the streets in daylight, they look like Sigrid hurrying to the grocer's for a forgotten yeast cake—it is small town stuff."

Arthur William Brown, another of our leading illustrators: "Women should definitely wear hats in cities. It's as much a part of the ensemble as shoes."

Dean Cornwall, famous muralist: "I agree with you that women should wear hats in the streets."

Russell Patterson, well-known illustrator: "You have hit upon one of my pet peeves. I lived for many years in France and have never been able to get away from the fact that a lady always wore a hat when appearing in public."

Philip Dunning, producer-playwright: "I'm all for hats and I like them big, with wide brims, because they act as a sort of picture frame."

Albert Stevens Crockett, author: "When a woman 'dressed for the street' fails to put on her hat she isn't dressed, no matter how beautiful her hair."

Of course, I knew I was right all the time, but it's nice to have support like that. And, thus encouraged, I now pronounce my dictum: Let us have done with this hat-in-hand business!

SEWING HINTS

Sew rickrack to the underside of the hem of pillowcases or other articles which you intend to decorate with a hand crocheted edge. Arrange the rickrack in such a way that only a bit of the points will show on the right side. When crocheting catch the hook into the points instead of into the material. When the article wears out, it is then an easy matter to rip off the rickrack braid and use the hand-made lace in something else.

When patching used garments made of washable prints, use the wrong side of the new patch instead of the right side. Such a patch is less noticeable since it matches more nearly the somewhat faded material.

To insure an even hem on napkins use the hemmer of the desired width on the sewing machine. Do not thread the sewing machine needle. This will fold in the hem evenly and it will then be ready for hand sewing.

When cutting anything from velvet, pin the pattern to the wrong side of the velvet and the velvet will be easier to cut.

Use narrow hat elastic on babies' bibs instead of tape or ribbon. The elastic permits of the bib being adjusted easily over the head.

To Make A Baby Boy's First Hat

When the stores in our vicinity yielded no masculine headgear for our nine-months-old son, I designed and fashioned a simple white pique hat to shade his eyes from the sun with all the efficacy but none of the effeminacy of the sunbonnet.

Shortly after its first appearance, the hat was admired by the mothers of two neighbouring boys, with the result that I made similar head coverings for them. Perhaps other mothers, aunts, or grandmothers would like to make such hats for the very young men in their families.

First, measure the circumference of child's head. Then divide that figure, probably from 18 to 20 inches, by six. Then cut out six wedge-shaped pieces. The length (distance from apex to base) of each wedge should measure 5½ inches, and the base should equal one-sixth of the head circumference plus a half inch allowance on either side for seams. Thus, if a child's head measures 18 inches, each of the six segments would be four inches at the base, and 5 inches from base to apex.

Sew the wedge-shaped pieces

together to form a skullcap, and fasten a covered button at the seam joinings at the top centre.

To determine the inner measurement of the brim, place the crown, right side up, on paper, then cut a circular brim pattern to fit. Two to two and a half inches is a suitable width for the brim.

Cut out two pieces to form the brim. Stitch together, attach to the crown, and presto—the young man's first hat!

Any material suitable for children's clothing—cotton, linen, silk, or even corduroy—can be used for these hats. As they are easily laundered, hats to match various play suits are practicable.

The ingenious seamstress will evolve her own variations of the basic pattern. She may attach the brim to the crown by a row of buttons and buttonholes. The brim may be in a colour to contrast with the crown. A row of scallops or other embroidery around the brim lends a festive touch. A bright band gives a certain distinction.

And the majority of mothers will find a chin strap essential—because what a baby likes most about any hat is to pull it off!

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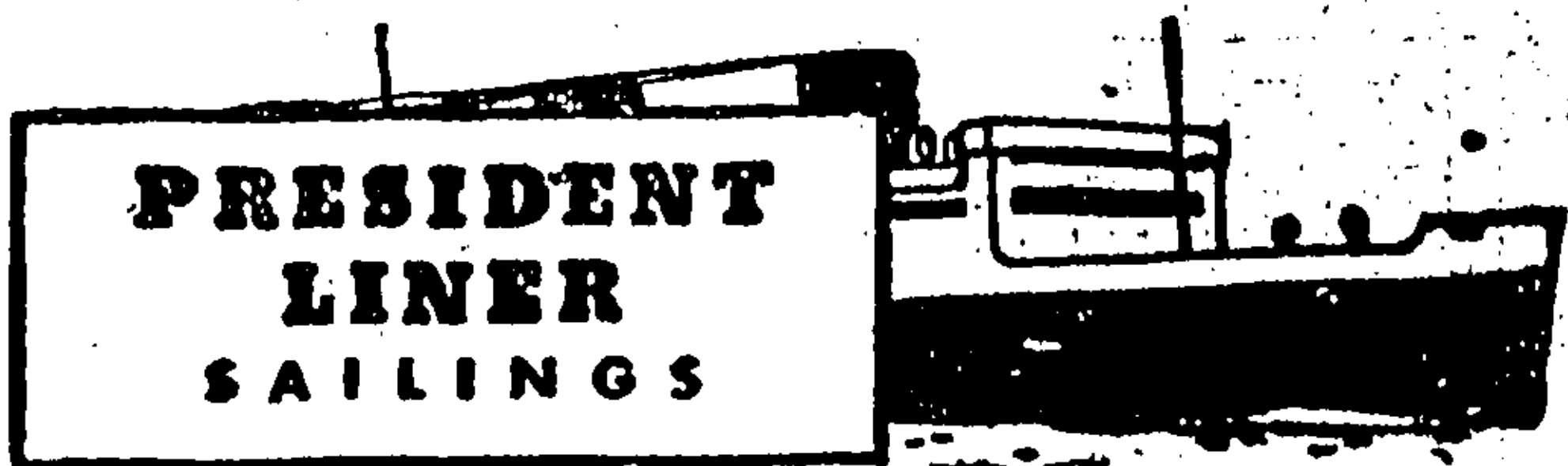
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S.S. PRESIDENT PIERCE	February	26

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FOR DATE & TIME

OUTWARD MAILS MONDAY

Manila, Batavia, Mauritius,
Lourenco Marques, and
South Africa via Durban... 2.30 p.m.
Straits and Calcutta.

Parcels 20th 5.00 p.m.
Letters 21st 8.30 a.m.

TUESDAY

Haiphong 3.30 p.m.
Manila, Madang, Salamaua, Rabaul,
Australia and New Zealand via
Sydney.

K.P.O.

Parcels 4.00 p.m.
Reg. 5.00 p.m.
Ord. 5.30 p.m.

G.P.O.

Parcels 4.00 p.m.
Reg. 5.00 p.m.
Ord. 7.00 p.m.

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U.S.A. and Europe via "Pan-Ameri-
can Airways and Trans-Atlantic Ser-
vices."

K.P.O.

Reg. 5.00 p.m.
Ord. 5.30 p.m.

G.P.O.

Reg. 5.00 p.m.
Ord. 7.00 p.m.
Canton 7.00 p.m.

THURSDAY

Air Mail by Sea to Singapore to connect
with the "British Overseas Airways".

K.P.O.

Reg. 5.00 p.m.
Ord. 5.30 p.m.

G.P.O.

Reg. 5.00 p.m.
Ord. 6.00 p.m.
Straits 7.00 p.m.

* Superscribed Correspondence Only.

RADIO

12.15 p.m.—Short Service of Interces-
sion.

12.30 p.m.—Cesar Franck—Sonata in A
Major.

1.00 p.m.—Local Time Signal and Wea-
ther Report.

1.03 p.m.—Songs by Paul Robeson
(Bass).

1.13 p.m.—Musical Comedy Selections.

1.30 p.m.—Reuter and Rugby Press,
Weather Forecast and Announce-
ments.

1.45 p.m.—Dance Music by Jack Hyl-
ton and His Orchestra.

2.15 p.m.—Close Down.

5.45 p.m.—Indian Programme.

6.30 p.m.—Closing local Stock Quota-
tions.

6.32 p.m.—Excerpts from Gilbert and
Sullivan.

7.00 p.m.—London Relay—The News.

7.15 p.m.—London Relay—"Questions of
the Hour."

7.30 p.m.—Compositions of Elgar.

8.00 p.m.—Local Time Signal, Weather
Report and Announcements.

8.03 p.m.—Studio—Special Centenary
Talks by:

Sir Shou-Son Chow "A Message of
Felicitation."

The Hon. Mr. J. P. Braga, O.B.E. on
"Portuguese Pioneering: 100 years
of Hong Kong."

Mr. H. C. Macnamara "Legal Re-
miniscences."

The Hon. Mr. A. L. Shields on
"Yachting."

Mr. H. R. B. Hancock on "A walk
from Canton to Hong Kong in
1902."

Interspersed with Recitals by:

Elvie Yuen (Soprano), Gaston
D'Aquino (Tenor), Y. K. Sze
(Bass) and E. O'Neill Shaw
(Piano).

Arthur Nobbins (Baritone).

11.00 p.m.—Close Down.

The News from London will be re-
layed as usual between 9.00 and 9.30
p.m.



SAN FRANCISCO & LOS ANGELES via Honolulu.

Yawata Maru	Tuesday,	28th Jan.
Asama Maru	Tuesday,	11th Feb.

SEATTLE & VANCOUVER (Starts from Kobe)

Helan Maru	Saturday,	25th Jan.
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SOUTH AMERICA (WEST COAST) via Hilo &

San Francisco.

*Sakura Maru	Saturday,	25th Jan.
(starts from Kobe)		

NEW YORK via Japan & Panama

*Nozima Maru	Sunday,	2nd Feb.
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SYDNEY & MELBOURNE via Manila

Suwa Maru	Wednesday,	29th Jan.
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HAIPHONG, SAIGON & MADRAS

*Tottori Maru	Wednesday,	22nd Jan.
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(Cargo accepted for Haiphong & Saigon)

*Muroan Maru	Monday,	3rd Feb.
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(Not calling at Haiphong)

BOMBAY via Singapore & Colombo

Haruna Maru	Tuesday,	28th Jan.
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*Toyama Maru	Tuesday,	11th Feb.
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RANGOON & CALCUTTA via Singapore

*Toba Maru	Tuesday,	28th Jan.
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KOBE & YOKOHAMA

Kamo Maru	Thursday,	23rd Jan.
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Yawata Maru	Tuesday,	28th Jan.
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Asama Maru	Tuesday,	11th Feb.
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* Cargo only.

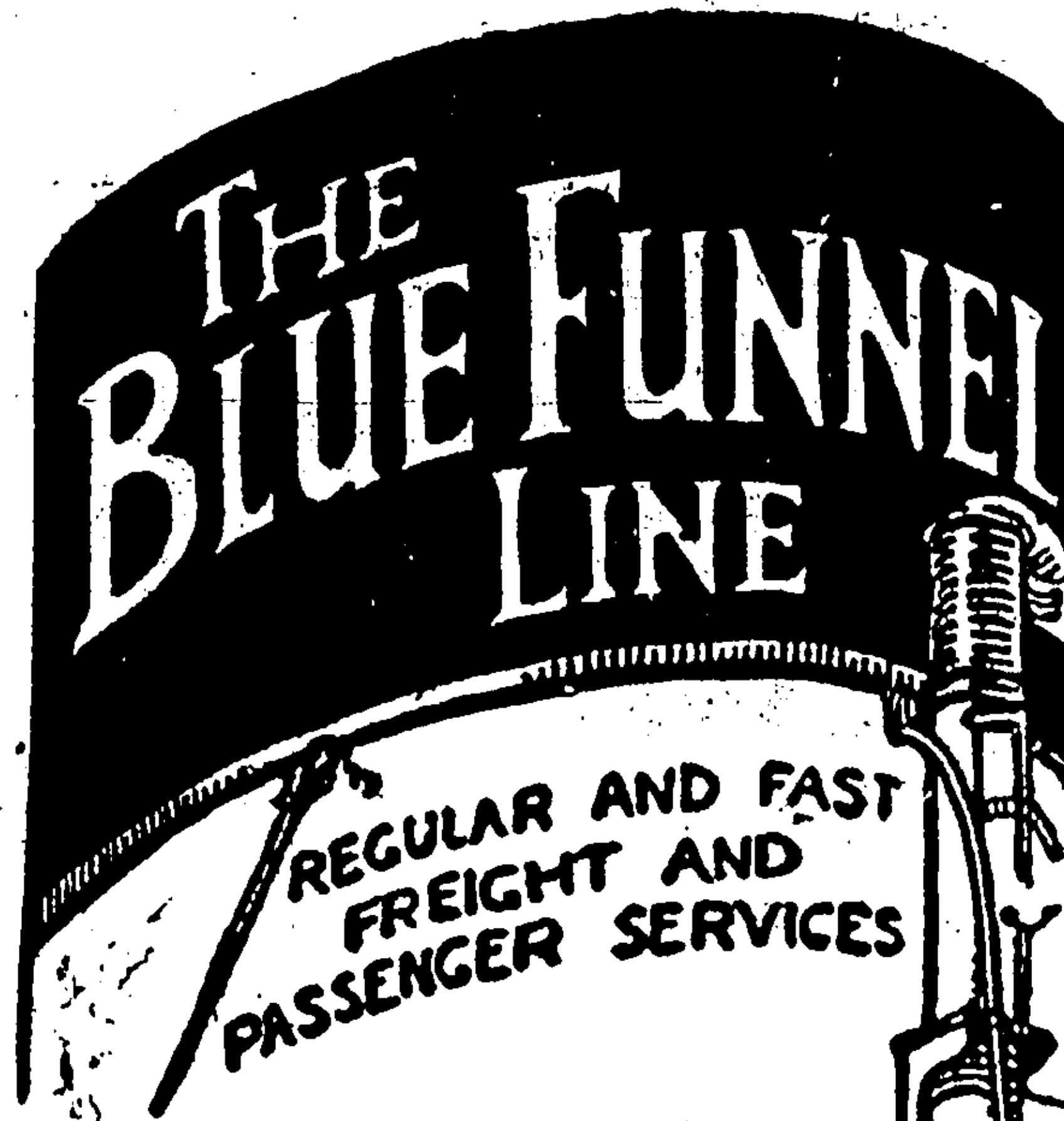
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Kwong Wah Score Twice With Two Men Off Field

Chinese Display Good Combination

Hazard And Lee In Fine Form

By "Sportshawk"

Despite the fact that they were two players short for about 20 minutes towards the end, Kwong Wah once again demonstrated their superiority when they trounced Navy, the best Services team, by 4 goals to 1 in their First Division Football League encounter at Boundary Street yesterday, after leading by the odd goal in three at the interval.

K.C.C. BEAT L. CRAWFORDS

Although rain threatened throughout yesterday morning, it was possible to finish a lawn bowls match played between Kowloon Cricket Club and Lane, Crawford's. K.C.C. won by 23 shots.

Judging by some of the heads not all the players—and that applies to both sides—were particularly expert but a good time and an excellent buffet breakfast-cum-tiffin, not the least pleasing of which was the lettuce from Mr. Brown's garden, was had by all.

In the early heads, Lane Crawford's had much the worst of matters and K.C.C. soon had a comfortable lead, but, when the mysteries of the game were explained and the knowledge absorbed by some of the novices, they proved their adaptability and rapidly made up the way.

On the final count being taken, however, it was discovered that Teddy Fincher's visiting rink was the only one up, and only by the narrow margin of one shot.

The final head of the match was being played on most rinks when the rain came down in torrents and drove the players to shelters, although it was found possible to finish off the one outstanding head before a final adjournment was made for further refreshment.

Following were the scores:
K.C.C. 19
Lane Crawford's 46
A. E. P. Guest 19
H. Burson 46
S. A. Gray 19
T. Edgar 46
E. Curtis 19
A. B. Homson 46
V. C. Labrum 19
W. C. Ogley 46
(Skip) 27
(Skip) 10
J. H. S. Duncan 19
H. W. Bonner 46
D. Glover 19
W. C. Ogley 46
N. A. E. Mackay 19
G. Tanner 46
R. B. Wellwood 19
H. W. Randall 46
(Skip) 23
(Skip) 16
H. Brokenshire 19
E. G. Baker 46
R. T. Burch 19
S. Carr 46
A. Steven 19
T. A. Madar 46
L. Jack 19
E. C. Fincher 46
(Skip) 19
(Skip) 20
Total 69 46



TAKE HER BOWLING—SHE'LL ENJOY IT, TOO!

Make a bowling "date"! Your wife or sweetheart will enjoy it as much as you do. Take her to the most congenial rendezvous in town.

HONG KONG BOWLING ALLEYS
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The Chinese displayed better combination and well deserved their victory, although they did not play up to their best form owing to the muddy and slippery ground. Robinson was not up to his usual form and his high handlings were unsafe, although he displayed good anticipation during the first period. Roughley was the only man who was effective against the Chinese forwards.

Hazard Plays Well

Hazard, a new player who has just been secured by Navy, played a magnificent game in the pivotal position. Despite the unaccustomed conditions, he showed good ball control and had the Chinese leader, Chin Chin-fan, closely watched. Apart from his spoiling, Hazard also distributed well. Honeywell was handicapped by Wong King-cheong's speed and was constantly drawn out of position, but Britt held his own well at left-half.

The Sailors' forward-line was best served by Hendy, who was the only one left with a clean jersey after the game! He played a splendid game and ably led the attack, but lacked support. He could

YESTERDAY'S SOCCER RESULTS

Following were yesterday's soccer results:

FIRST DIVISION			
Kwong Wah	4	Navy	1
R. Scots	1	Sing Tao	5
SECOND DIVISION			
South China	5	Police	3
THIRD DIVISION			
R.A.M.C.	3	A.S.A.	1
7th R.A.	4	International	2
JUNIOR SHIELD (Preliminary Round)			
R. Scots	1	A.S.C. (C.)	4

do no more than score once for his side. The two wingers, Phippens and Honiwell were worth watching, both sending over good centres on occasion.

For the Chinese, Lee Kwok-kee was again on top form between the sticks. It is safe to say that Navy would have scored at least twice if the Chinese had been served by another "keeper". Leung Pak-wai, who was the best back in the Chinese team, cleared powerfully and covered his partner well.

Yeung Tse-cheung distinguished himself in the left-half berth and, although he gave Phippens too much rope, supported the attack very well, while Chung Kim-fai covered well in the pivotal position.

All the Chinese forwards played well. Cheuk Shek-kam, right-wing, and Chin Chi-fan, the leader, being the most prominent.

The Scorers

Hendy opened the scoring for the Sailors but Cheuk Shek-kam equalised and Lau Fook-tsun took the lead for the Chinese in the first period.

On the resumption, Navy made numerous efforts to equalise but were unable to break through. During the last 20 minutes, while Cheuk Shek-kam and Cheung Chi-fai were off, Chin Chi-fan scored two goals in succession to make the game safe for the Chinese.

KWONG WAH—Lee Kwok-kee; Chung Fai-lam and Leung Pak-wai; Cheung Chi-fai, Chung Kim-fai and Yeung Tse-cheung; Cheuk Shek-kam, Tim Yung-fai, Chin Chi-fan, Lau Fook-tsun and Wong King-cheong.
NAVY—Robinson; Roughley and O'Regan; Honeywell, Hazard and Britt; Phippens, Le-Page, Hendy, Barber and Honiwell.

MACAO CASH SWEEP RESULTS

Following are the results of Cash Sweeps at Macao yesterday.

Race No. 1	
No. 135	\$194.80
" 242	55.80
" 251	27.80
Unplaced ponies (\$7.70 each): Nos. 243, 148, 277, 187.	
Race No. 2	
No. 220	\$218.40
" 122	62.40
" 363	31.20
Unplaced ponies (\$5.80 each): Nos. 148, 424, 14, 39, 223, 474.	
Race No. 3	
No. 7	\$222.00
" 150	63.40
" 314	31.70
Unplaced ponies (\$5 each): Nos. 74, 149, 336, 361, 125, 500, 65.	
Race No. 4	
No. 251	\$85.80
" 150	85.80
" 152	19.10
Unplaced pony (\$21.20) No. 175.	
Race No. 5	
No. 24636	\$8,920.38
" 20111	2,548.88
" 14752	1,274.35
Unplaced ponies (\$128.72 each): Nos. 3542, 101, 13202, 3801, 14272, 12262, 23176, 23673, 13501, 17009, 6025.	
Race No. 6	
No. 40	\$237.00
" 232	67.70
" 186	33.80
Unplaced pony (\$37.60) No. 114.	

MACAO RACE RESULTS

Following are the results of the race meeting held at Macao yesterday:

"The Szechuen Handicap" (First Section)—Six Furlongs.	
National Success, 146 lb.	(K. I. Ip) 1
Hodden, 143 lb.	(Lo Kwong To) 2
Desert Star, 148 lb.	(D. G. Woo) 3
Also ran:—Ascot Vale, 139 lb., (Peter Y. T. Wei); Geordie, 146 lb., (F. L. Marcal); Lancashire Chap, 151 lb., (S. W. Pan); and Radium Star, 150 lb., (H. L. Pooh).	
7 starters. Won by 1½ lengths short head. Time: 23.4, 100, 134.3.	
Pari-Mutuel: Winner \$37.00; Place 1st \$29.80; 2nd \$9.10; 3rd \$29.80.	
"The Szechuen Handicap" (2nd Section)—Six Furlongs.	
Sports Venture, 145 lb.	(J. Nolasco) 1
Lucky Eleven, 155 lb.	(Peter Y. T. Wei) 2
Gallant Marshal, 154 lb.	(S. W. Pan) 3
Also ran:—King's Envoy, 147 lb., (K. I. Ip); Mac's Adventure, 150 lb., (W. N. Yeh); National Liberty, 159 lb., (D. G. Woo); Persian Cat, 142 lb., (Lo Kwong To); Plain View, 141 lb., (K. Kwok); and Sunshine Susie, 147 lb., (Chan Oi Wan).	
9 starters. Won by ½ length; length. Time: 29.4, 101.3, 136.4.	
Pari-Mutuel: Winner \$34.50; Place 1st \$10.10; 2nd \$5.70; 3rd \$10.10.	
"The Szechuen Handicap" (3rd Section)—Six Furlongs.	
National Anthem, 150 lb.	(J. Nolasco) 1
Black Diamond, 154 lb.	(W. N. Yeh) 2
Cuban Love, 159 lb.	(K. I. Ip) 3
Also ran:—Cloudy Star, 139 lb., (K. Kwok); Double Up, 140 lb., (Peter Y. T. Wei); Eagle, 150 lb., (R. Castro); Iron Knight, 144 lb., (Tsang Wah); National Triumph, 147 lb., (S. W. Pan); The Mermald, 153 lb., (W. Yu); and Wild Bear, 145 lb., (Lo Kwong To).	
10 starters. Won by a length. 3 lengths. Time: 31, 103.1, 139.1.	
Pari-Mutuel: Winner \$83.50; Place 1st \$9.60; 2nd \$11.90; 3rd \$9.00.	
"The Yunnan Handicap"—Half Mile.	
Phoenix, 153 lb.	(D. G. Woo) 1
Talkative, 140 lb.	(Peter Y. T. Wei) 2
Royal Highness, 150 lb.	(S. W. Pan) 3
Also ran:—The Tigress, 135 lb., (K. I. Ip).	
4 starters. Won by dead heat. Time: 29, 100.2.	
Pari-Mutuel: Winner \$20.00; \$11.40; Place 1st \$13.00; 2nd \$38.00.	
"The Chung Hwa Handicap"—One Mile.	
Fairy Quail, 153 lb.	(Peter Y. T. Wei) 1
Shanghai 4, 147 lb.	(K. Kwok) 2
Meadow Eve, 155 lb.	(D. G. Woo) 3
Also ran:—Country Flitewh, 123 lb., (R. Castro); Courteour Bleu, 140 lb., (K. I. Ip); Fairy Auk, 147 lb., (Lo Kwong To).	

BANKIER, MARSHALL SHINE FOR ROYALS

By "Referee"

At Sookunpoo yesterday, Sing Tao beat Royal Scots in First Division of the Football League by 5 goals to 1 after leading at the interval by 3 goals to 1. In the second half they had so much more of the play that with a little more steadiness in front of goal they would have scored many more goals.

Royals did not have good wingers, though they were given much of the ball, while their inside-forwards were too prone to indulge in short-passing, which was of no avail against the Sing Tao defence. The defence, particularly the intermediate-line, was so fully occupied in coping with the opposing attack that they had little time to assist their forwards, and, added to this, Sing Tao were always able to keep their forwards well supplied with passes.

Good Goalie

Bankier in goal for Royals played a good game and brought off several good saves, particularly in the second half. In front of him Naysmith and Fraser worked themselves to a standstill in an endeavour to check the Sing Tao attackers.

The absence of Falconer caused a reshuffle in the intermediate-line. Parnaby was seen in the pivotal position, with Adamson, at right-half, and Clarke in his usual position. Hossack was missed from the attack and Auld formerly of the juniors, was brought into the team.

The Royals halves were too much engaged, as mentioned before, to assist their forwards. They were kept continually on the move by the combination of the Chinese forwards and the slippery state of the ball and ground added to their difficulties.

Marshall at inside-right, played hard in the forward-line. He was always back to assist the defence and was the most conspicuous player in the attack. Auld, in the centre-forward position, never gave up trying and had bad luck in the closing minutes in not scoring when, with only the goal-keeper to beat, he hit the cross bar.

Sing Tao fielded the same team as last week and though handicapped by the slippery ground were better able to keep their feet.

In the attack, Lai Shui-wing, Fung King-cheong and Kwok Ying-kee were always dangerous,

while both wingers sent over good centres.

The Play

The game opened with Royals attacking and Marshall went near when he sent in a hot grounder which Cheung Wing-choy fumbled, only for it to hit the upright and be cleared. Sing Tao took the lead early in the game as the result of a faulty clearance by a Royals' defender and Kwok Ying-kee netted.

Shortly after Sing Tao went further ahead when Ip Pak-wah beat Bankier with a good cross shot, and, before the interval, Lai Shui-wing added the third goal for his side after beating three men.

Royals reduced the lead in the first half when Marshall sent in a hot grounder which Cheung Wing-choy fumbled and allowed to cross the line.

Lai Shui-wing added two further goals in the second period to complete the scoring.

RUGBY FINAL THRILLS AHEAD

By "Scrum-Half"

Better organisation of the International Rugby Tournament than was the case last season provided two excellent games, despite poor conditions, on Saturday, players to stand out in which were Honeywell, Stewart, Thomson, Millar, Pinkerton, Charter, Heasman, Bompas, Wright-Nooth, Needham and Carter.

If England can improve on their wing-three-quarters—I understand Bosanquet will be available—they will have an excellent chance of beating Scotland next Saturday.

The Scots, though not having such an impressive defence, have a formidable attack, which should be even more dangerous as the result of Thomson's superiority over Bowden. England's defence is excellent but on Saturday their attack was not decisive enough.

SATURDAY'S SPORTS

FOOTBALL

South China overcame a stiff hurdle in their quest for the Senior Championship Title, when they beat Eastern by the odd goal in five thus making a play-off with Sing Tao probable.

Police beat Club 2—1, Ferrier scoring the winning goal from a penalty in the closing stages of the game.

Service Corps and Engineers entered the First Round of the Junior Shield when they eliminated Middlesex and Kowloon respectively. The former were being led at 3-1 at one time and in the extra time scored three times without reply.

RUGBY

The Semi-Finals of the International Rugby Tournament were played on Saturday and resulted in Scotland beating Wales by 31-0 and England accounting for Ireland by 8 points to nil.

The Final should be a close affair with Scotland likely winners.

CRICKET

Only two games were played on Saturday owing to the rain, though several games were started. Reccio Seniors drop valuable points when they were held to a draw at Pokfulam. Reccio scored 173 for 3 and when stumps were drawn University had 94 for 7 wickets.

At King's Park University Juniors were beaten by 88 runs by Reccio although the undergraduates made a great effort to force a draw.

BATTING

E. L. Gosano	81
M. A. Remedios	44
L. G. Gosano	39
G. N. Gosano	32
H. A. Barnes	32

BOWLING

E. Mazura	4 for 15
P. M. N. da Silva	6 for 18

The Story Behind Henry Armstrong's Retirement

In view of the message received from New York on Saturday to the effect that Henry Armstrong had decided to leave the ring, the following article by Jack Mahon on October 20 last year is of special interest:

The saga of one of the greatest fighters to come along the pike leading to Bashed Buzzer Boulevard will be concluded or renewed on the results of a surgeon's scalpel. We're speaking of little Henry Armstrong, ex-hobo, who punched his way out of the bread-line into the ranks of ringdom's great by winning three world's titles and who, to-day, awaits the verdict of his doctor on whether he can ever fight again. Henry, blinded by the failing fists of Fritz Zivic, who dethroned him only two weeks ago, had both eyes operated on last Sunday but cheerfully predicts he'll be as good as ever and will win back the title from Fritz on January 17.

[Zivic won last Friday on a technical knock-out in the 10th round.—Sports Ed.]

The cynics are not so sure. Henry had scar tissue removed from both brows. This was caused by added cuts and swellings in his last half dozen fights but

it will be at least a month before a real decision can be made on when he can fight again. If at all. Armstrong's eyes, cruelly battered in more than 150 fights in the last four years, were completely closed, broken, bleeding and in desperate shape when he fell against Zivic at Madison Square Garden.

Henry's face has been bothering him for considerable time. Unusual puffiness appeared under both eyes shortly after his draw with Ceferino Garcia on the Coast last March, and was noticeable all year. Henry's manager, Eddie Mead, wanted Armstrong to undergo an operation much earlier to correct the condition, but Henry vetoed the idea.

Irritated Orbs

As he fought his way up to the Zivic fight, Henry became increasingly conscious of the irritation. His last two fights, with Paul Junior and Phil Furr, prior to the Zivic affair, saw welts raised under both eyes and, when Fritz started belting Henry with

that jolting right hand, the champ's eyes went up like balloons—and just as fast.

Armstrong's left eye was closed by the fourth round of the fight. The right was bleeding as early as the seventh and hermetically sealed all through the last three rounds.

Operation Necessary

Dr. Alexander Schiff, Armstrong's physician, announced after the battle that Henry would have to undergo a corrective operation and rest for two months before he could fight again. He will go to Hot Springs, Ark., to recuperate.

Schiff said there was nothing serious about the condition, at the moment, but indicated that a recurrence of the four cuts, swellings and possible infection, could be extremely serious. That prompts the question Henry must answer if he hopes to come back.

At 27, is it worth while trying to recapture a vestige of fleeting glory and risking ruining your eyes? Or should he retire now,

moderately wealthy, with the knowledge that he went down with the cheers of the mob ringing in his ears as a sincere tribute to a real champion?

Three Titles

Henry won the featherweight title from Pete Sarron in '37, took the lightweight crown from Lew Ambers and welter title from Barney Ross.

He abandoned the feather title because of the lack of competition, lost the 135 pound crown back to Ambers, because he was penalised five rounds for fouling, and finally blew his 147-pound diadem to Zivic. In his three meteoric years of battling, Henry established one of the greatest records for title-defense in ring history. He met all comers, and defended the welter title alone, 20 times.

He has been a credit to his race and his profession and it is hoped — whatever he decided to do about

IMPORTANT BADMINTON MEETING

An important meeting of Hong Kong Badminton Association is scheduled for the 24th of this month. Among the business to be discussed are the annual championships, which promise to be more interesting than ever this season, with K. W. Choy, the newcomer from Malaya, expecting to take several titles.

a comeback — that the decision will be the best for himself and the fans who respect him.

YESTERDAY'S CRICKET AT K.C.C.

Although the heavy shower of rain at about 1.45 p.m. yesterday prevented the match started according to schedule, three hours' cricket was possible at Kowloon Cricket Club yesterday, the home team beating a side from one of H.M.'s Merchant cruisers now in port by 23 runs.

Starting at 3.15, K.C.C. had first lease of the wicket, it having been previously agreed that a set time would be allowed each side, and ran up 111 for 6, Curtis, Burch and Fenton reaching the twenties. The visiting bowlers were not very good but Russell did well to take 2 for 14.

The sailors did not fare very well with the bat and apart from a useful innings of 32 by their captain, McGee, did little. Gray took 4 for 3 and Bertram 3 for 14.

Following were the scores:—

K.C.C. 2ND. XI				
B. D. Lay, c Goodenough, b Russell	8			
E. Curtis, b Spilling	24			
L. R. Burch, run out	20			
R. Leigh, b McGee	9			
H. Brokenshire, b Healey	5			
F. Crabbe, run out	2			
R. J. Fenton, not out	28			
J. H. Bertram, not out	3			
Extras (B12)	12			

Total (for 6 wks. Dec.) 111
K. M. Baxter, A. Zimmern and S. A. Gray did not bat.

Bowling Analysis				
	O.	M.	R.	W.
Spilling	4	0	45	1
Russell	4	0	14	2
Hayland	1	0	18	0
Healey	2	0	7	1
McGee	1	0	15	1

H.M.'S SHIP				
Elvis, c Curtis, b Gray	1			
Hayland, c Zimmern, b Gray	3			
Goodenough, c Curtis, b Gray	7			
Healey, c Curtis, b Gray	1			
Russell, b Bertram	1			
McGee, run out	32			
Allister, l.b.w., b Leigh	10			
Chown, b Bertram	2			
Cay, c Gray, b Bertram	1			
Spillane, Zimmern	17			
Thelan, not out	0			
Extras (B2, LB1, WB2, NB2)	7			

Total 88

Bowling Analysis				
	O.	M.	R.	W.
Zimmern	4	0	18	1
Gray	3	1	3	4
Bertram	6	2	14	3
Leigh	5	0	48	1
Burch	0.1	0	0	0

St. John's latest badminton recruit is G. W. Giffen, an extremely keen player. Giffen, despite the fact that he is a comparative beginner, acts as reserve for the League team. In pre-season friendlies, Giffen did quite well and, in partnership with David Kwok, won three games against Kowloon Tong. Kwok also plays well.

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PIERRE LAVAL BACK

Vichy Says Misunderstandings Smoothed Out

AMERICAN APOLOGY TO NAZIS

(SPECIAL TO "CHINA MAIL")

The United States yesterday formally expressed regrets over the San Francisco incident when two sailors ripped the swastika from the Nazi consulate flagstaff.

Mr. Cordell Hull, Secretary of State, promised a full investigation following a protest by the German Charge d'Affaires, Herr Hans Thomsen.

The German Note is described as moderate and restrained in tone.

It is understood that both the German and United States Governments desire to minimise the incident as far as possible, though diplomats concede there are explosive possibilities if either side cares to utilise the affair. —International News Service.

SOLDIERS CHARGED

Two British soldiers, Richard Head, 23, and Ralph Aldridge, 24, were remanded until Thursday by Mr. E. Himsforth at Kowloon this morning when they pleaded not guilty to obtaining credit of \$6.50 without the intention of paying the same; and to damaging one wash basin, one door and one padlock, to the extent of \$35.20, at the Kowloon Hotel on Saturday.

Meeting With Petain To Have Sequel

TWO MOVES OF POSSIBLE FAR-REACHING SIGNIFICANCE WERE REPORTED FROM VICHY LAST NIGHT.

They referred firstly to the reported forthcoming meeting between Hitler and Mussolini; and secondly, to the conversation between Marshal Petain and his former foreign Minister, Pierre Laval.

A Berne despatch to the Havas Agency says that according to newspaper reports in the Swiss capital, Hitler left Berlin for an unknown destination.

The same despatch adds that a well-informed source in Berne states that Mussolini also left Rome.

It was officially announced in Vichy that Marshal Petain received M. Laval and that all misunderstandings, which led to the incidents on December 13 last year, when Laval resigned from the post of Vice Premier, have now been smoothed out.

"Political Sequel"

No further indication is given in official circles concerning the subject of Marshal Petain's talk with M. Laval.

Observers at Vichy believe, however, states the Havas Agency, that the meeting will have a political sequel shortly.

The meeting took place in a chateau in the Allier Department.

Meanwhile nothing is known in authoritative circles in London of any meeting between Hitler and Mussolini yesterday.

The German radio also made no mention of any meeting having taken place yesterday between Hitler and Mussolini. —Reuter.

FRENCH HAVE ONE MORE CHANCE

Up to late yesterday evening, there was still no announcement from Vichy about Saturday's Cabinet meeting, but there were significant articles in two newspapers—one German and one French.

The German paper is Field-Marshal Goering's own, the "National Zeitung" of Essen, which declares that "the French have one more chance. Everything depends on whether the French will realise their true position."

In another article, the paper admits that Frenchmen who considered it necessary to turn away from Britain are "not yet very numerous, but on these few Frenchmen France must base her policy."

In contrast, the Vichy paper "Jour Echo de Paris" writes on the great effect on France of America's announcement of her intention to help Britain all she can.

The article says:—

"America is a democracy. Will she know how to profit from our mistakes? Will she be able to avoid the long-winded discussions in Parliament and the lack of understanding by workers?"

"Military and political relations between the United States and Canada grow closer every day."

"It is without precedent that Halifax should have two Ministers with him when he goes to the Washington Embassy."

The article concludes:—

"Soon, one will not speak of Great Britain's position in the world struggle but of the position of the Anglo-Saxon world."

SNATCHED SCARF

Pleading guilty to snatching a woollen scarf from Luk Fung, 18, spinner, at the junction of Cheungshawan Road and Maple Street on Saturday, Fung Chu, 20, widow, was sentenced to two months' hard labour by Mr. K. M. A. Barnett at Kowloon this morning.

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MR. WILLKIE AS AMBASSADOR TO BRITAIN?

"I know nothing of it," Mr. Wendell Willkie declared yesterday to reporters when questioned about reports that he might be appointed Ambassador to London.

Mr. Willkie then flew to Washington for a talk with Mr. Cordell Hull, Secretary of State, before setting out for Britain. He added that while he is in Britain he hopes to gather information concerning effects the end of the war might have on British and American economy.—Reuter.

STOLE \$1,000

For the theft of \$1,000 from No. 47, Queen's Road Central, ground floor, Ho Po, 49, shop foki, was fined \$200, or six months' hard labour, by Major

MME. SUN APPEALS TO CHUNGKING

It is learned that Madam Sun, Yat-sen, widow of the Father of the Chinese Republic, has sent a message to General Chiang Kai-shek and the Authorities in Chungking urging a cessation of operations against the (Communist) New Fourth Army, pointing out that otherwise the country may be plunged into civil war while confronted with a life and death struggle with Japan.

The message declared that the late Dr. Sun Yat-sen fostered and supported the Communists for the common cause, and made reminder that the New Fourth Army took an active part in resisting the Japanese in Kiangsu, Anhui and other provinces.

Other signatories of the intercession are Madam Liao Chung-kai and Mr. Liu Ya-tzu.

GREEKS TAKEN AS HOSTAGES

It has now been established, says a Reuter despatch from Athens, that 24 well-known Greeks were carried off as hostages by the Italians from Argirokastro and neighbourhood. Their fate is unknown.

BEAT YOUNG GIRL

Tse Sui-ki, 38, married woman, was fined \$250, or three months' hard labour, by Mr. H. G. Sheldon, K.C., at the Central Magistracy this morning, for beating a five-year-old girl, Chan Mun-ying, at No. 166, Johnston Road, on January 16.

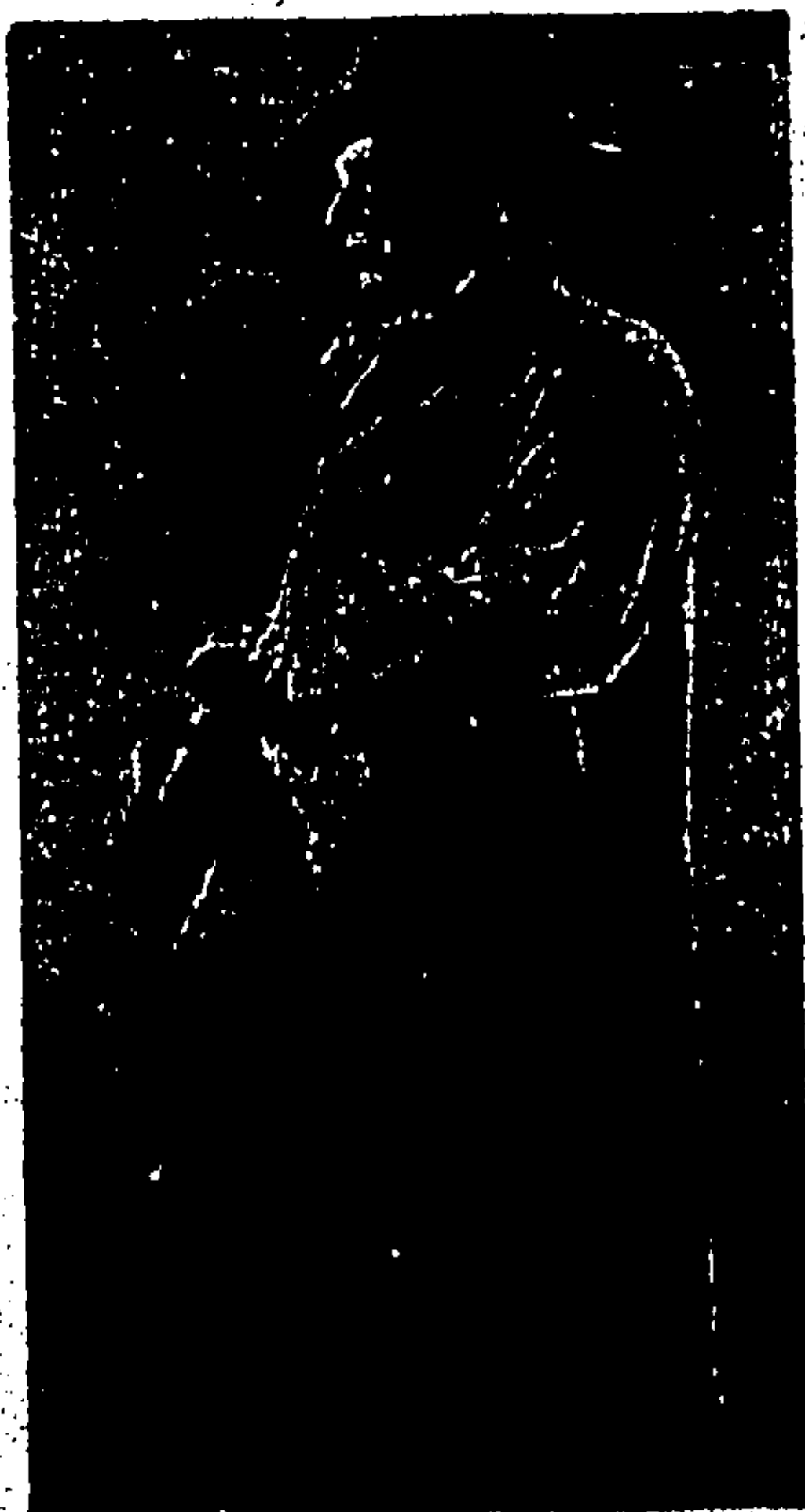
A. N. Macfadyen at the Central Magistracy this morning.

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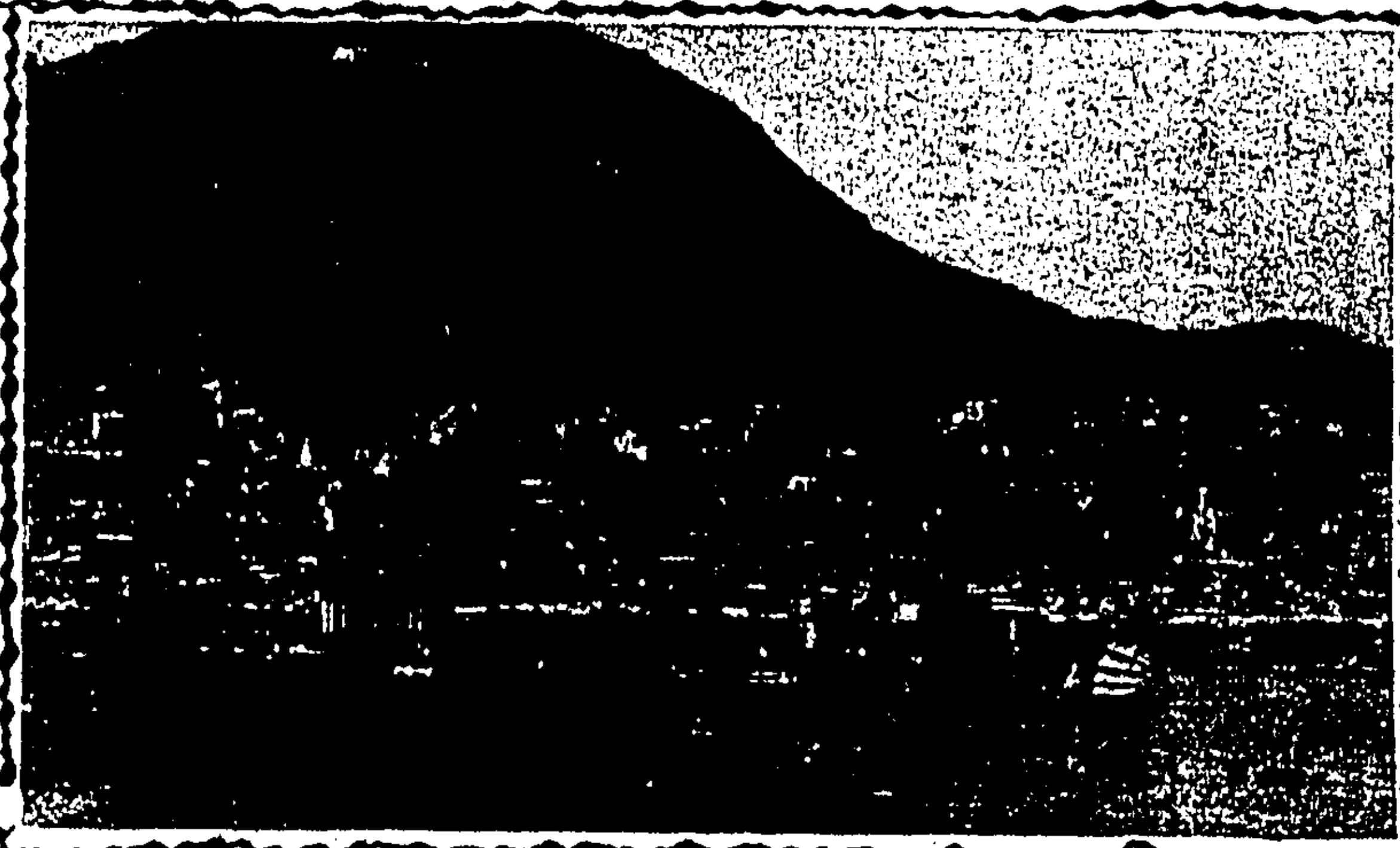
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1841

1941

HONG KONG CENTENARY NUMBER

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THE GOVERNOR'S CENTENARY MESSAGE

The Colony of Hong Kong has every reason to be proud of the astonishing progress which it has made in 100 years.

The fact that its prosperity is still growing even in the chaotic state of the world today is a measure of what may be the possibilities of an even more rapid development when the present troubles of the British Empire and of China are satisfactorily settled as I believe they will be.

Let us then start our second century with pride in our past and with confidence in an even greater future.

E. Johnston

Historic Occasion

I AM HONOURED BY YOUR REQUEST THAT I SHOULD CONTRIBUTE A FEW WORDS TO YOUR CENTENARY NUMBER.

WE ALL, I THINK, REGRET THAT THE TIMES ARE SO MUCH OUT OF JOINT THAT THE FULL CELEBRATIONS PLANNED LONG AGO FOR THIS HISTORIC OCCASION ARE NOT TO BE THOUGHT OF, BUT THE PRESS AND THE BROADCASTING COMMITTEE WILL AT LEAST ENSURE THAT WE DO NOT FORGET THE HUNDRED YEARS THAT HAVE PASSED OR FAIL TO LOOK FORWARD WITH CONFIDENCE TO THE YEARS BEFORE US.

N. L. SMITH.

Further Centenary Messages in Page 22 and 24.

The G.O.C.'s Message

I AM very pleased to have been given the opportunity of sending a message from the Army to your special Supplement to commemorate the Colony's Centenary.

From its earliest days, British and Indian troops have played an important part in the history, development and life of the Colony, and for the last 50 years Chinese have been serving with distinction

in the Royal Engineers and recently with the Royal Artillery. It has always been regarded by all ranks in the Army to be a pleasure to serve in Hong Kong.

I am confident that the very happy relations which have existed for the 100 years between the Army and the Civilian population of all Classes will continue in the future.

A. E. GRASSETT.
Commanding, The British Troops in China.

The Navy's Message

A hundred years has seen this Colony grow from a collection of insignificant fishing villages into a place of prosperity and a major port, with one of the finest harbours in the Far East.

During its growth the Royal Navy has made use of Hong Kong and in doing so has given it the protection required for its development. The formation of the Hong Kong Royal Naval Volunteer Reserve Force in 1934 show-

ed that the Colony realised the importance of Naval protection. This force is now performing valuable service in providing security for the Island and its adjacent waters. I hope that the people of this Colony will not forget that the life blood of their prosperity is sea borne trade, and will continue to give the Royal Navy in the future, the support which has been so much appreciated in the past.

A. C. COLLINSON,
Commodore.

Fair City

HAVING LIVED THROUGH NEARLY EIGHTY OF THE LAST HUNDRED YEARS I CAN SAY THAT IF THE PROGRESS OF HONG KONG FOR THE NEXT CENTURY IS ANYTHING LIKE THAT OF THE LAST HUNDRED YEARS, THEN THIS COLONY WILL BE ONE OF THE GREATEST CITIES IN THE WORLD. I DO NOT EXPECT ANY OF US TO BE HERE IN 2041. BUT WE HAVE THE SUPREME SATISFACTION OF KNOWING THAT WE HAVE IN SOME MEASURE CONTRIBUTED TO THE GRADUAL CREATION OF A FAIR CITY FOR THE GENERATIONS YET UNBORN.

I AM PROUD TO HAVE LIVED IN THE PIONEERING DAYS WHEN HONG KONG WAS STILL A BARREN ROCK AND TO HAVE THE SATISFACTION OF SHARING IN ITS PROGRESS AND PROSPERITY.

MAY HONG KONG CONTINUE TO GROW AND PROSPER AND BRING HEALTH, WEALTH AND HAPPINESS TO ALL WHO DWELL THEREIN.

ROBERT HO TUNG.

1841



1941

HONG KONG IN HISTORY

It was a sultry day in August, 1839, when a small fleet of ships, junks and boats of all descriptions, escorted by H.M.S. Volage, came scurrying into Hong Kong harbour from Macao, and the men, women and children who sought safety on board the British and American ships lying at anchorage there might well have doubted the sanity of anyone who prophesied a great future for their temporary "home."

From the ships, they could look up at the great barren rock towering nearly 2,000 feet above them. Except for a large Chinese camp on the other side of the mountain, there was little real life on the island, save for thieves and pirates, who at one time were so many that the early Portuguese named the small cluster of islands the "Ladrones."

Yet only a year later, Hong Kong and part of the surrounding territory had come under the British flag, the steps for its acquisition being rapid once the initial momentum had been given.

Heights Named

On January 20th, 1841, the island was ceded to the British as a depot for trade. On January 6th, formal possession was taken by Admiral Sir J. J. Gordon Bremer, who, after determining the chief heights, named them Victoria Peak, High West, Mount Gough and Mount Kellett. The "Notification of Occupation" was published on May 1st, 1841.

On August 29th, 1842, the first formal treaty with China was signed, confirming the cession of Hong Kong, while on April 5th, 1843, a Royal Charter creating the Colony was signed, with Sir Henry Pottinger as first Governor.

Had those early pioneers stopped to think about it at all, could they possibly have foreseen the growth of Hong Kong into one of the greatest ports in the world as well as one of the most beautiful? It is doubtful if many of them even bothered to think ahead, for there were the more pressing, more urgent problems to be considered—the constant fear of attack, the worry over the children continually getting out of hand on board ship, the annoyance at being driven away from Macao and chagrin at the loss of belongings which had to be left behind in the rush.

Thrilling Story

Possibly here and there some young dreamer leaned over the rails, gazing down at the blue waters or up at the rugged rocks and heights, and dimly saw some sort of city growing up. But it is doubtful if even the most optimistic of dreamers could have foreseen the great metropolis and port which was to shoot up rapidly, linked up by fingers of roads shooting out like tentacles around the lower levels and gradually extending up, over and around the entire island.

In its quiet, historical way, the story of Hong Kong is a thrilling one, of a city which, like many of the towns coming into being in the United States at almost the same time, owed its existence to the sheer force of circumstances and events. Few in Hong Kong to-day have more than a vague idea of how Hong Kong came to be, for most of its population, Chinese and foreign, has been a "floating" one, and it is only in very recent years that there has been any considerable number of people to whom Hong Kong was "home."

Yet, the history of Hong Kong has been one of steady and rapid growth, and its story is that of

many a town and port in other parts of the world—the early days of mistakes and mishaps, of the trials and tribulations that affect every new town, of rampant crime and vice and not always honest administrators of the life and destiny of the city, until finally maturity is reached and the city settles down to a happy, planned future.

Cooperation

Side by side with the growth of Hong Kong has been the steady improvement in relations between the people and Government of the largest race of people and of the largest and most powerful Empire in the world, until to-day both are seen fighting the same battle for the same ideals of democracy and freedom.

Only a short while ago, it was announced that when the war is over, discussions for the abolition of extra-territoriality will be instituted, a far cry from those early days when the proud Chinese called all foreigners "barbarians" and "slave people" and the foreigners regarded China as a country populated exclusively by blood-thirsty bandits and impossibly proud rulers and officials.

The Colony's Birthday

Opinion regarding the true date on which Hong Kong's birthday should properly be celebrated differs with the school of thought.

The official decree — January 20 — takes its warrant from the signature on that date of the Treaty of Chienpu, which ceded Hong Kong to Britain.

A puzzling complication was the choice of January 21 for the exchange of congratulatory messages in the Jubilee Year, 1891.

Protagonists of other dates quote the first landing on January 25, 1841, and the formal hoisting of the Union Jack on January 26, 1841. To which, presumably, the correct reply is that the christening comes after the birth.

It may well be that one day, when some historian in the dim, distant future sits down to write of China with the perspective of centuries before him, he may find that the presence and growth of Hong Kong, as a place where Chinese and foreigners could mingle, live and trade side by side, may have done much to straighten out the understandable difficulties and misunderstandings of those early years.

To-day, on its 100th birthday, Hong Kong has attained its majority, and it is an appropriate moment to pause a while and look back at those early days, to appreciate the difficulties of the pioneers, and then, as the pageant of the years passes by and eventually reaches the year 1941, to look ahead and try and see what remains to be done, what can be done and what should be done.

Out Of The Sea

Up to the middle of the last century, Hong Kong had no history in the accepted sense of the term. The island struggled up out of the sea in the days when the earth was young, when all of North China, save for the mountains, was still under water, and it is extremely unlikely that it ever formed part of the mainland.

Its rocky heights, its lack of

arable land, its few valleys made it quite unattractive to the farmers and peasants of China and, at the same time, fairly attractive to the bands of pirates, who found the many coves and headlands ideals haunts which they shared among the few fishing folk scattered here and there.

Bias Bay, of course, is famous all over the world as the haunt par excellence of some of the most blood-thirsty pirates history has ever known, and the early Portuguese, who were the first to come out here (in 1517) gave the entire group of islands a wide berth, naming them the "Ladrones" after the Portuguese word for a thief or pirate.

Occasionally, history touched briefly at its shores. As far back as 1279, when Kublai Khan overthrew the Sung dynasty, the last emperor, a boy, fled to South China and is said to have drowned himself near Hong Kong, the "Sung Wong Tol" at Kowloon being a monument to his memory.

By the 17th century, the Ming rulers had established peace and order of a sort here, driving out part of the great horde of pirates which flourished during the period of the Mongol rule, and this was responsible for the native

tions. Some philologists, however, are mean enough to suggest that the name has no such poetic origin but merely means "Heung's Harbour," Heung being a particularly notorious bandit who made his headquarters there.

The early Occidental mariners, however, mistook the name as being that of the island as a whole, and marked their charts accordingly. Owing to the lack of any other, and proper, name, the various treaties which were signed in connection with the cession of the territory to Britain used the name "Hong Kong" to designate the entire area, and it has now passed into general use.

East India Company

Hong Kong's history actually begins around the time of the Emperor Kien Lung (1735-1795), when trade and commerce between China and Europe really attained dimensions of any importance. Canton was then, the only port open to foreign trade, chiefly in the hands of the Portuguese, the British and the Dutch, and a small colony of European merchants settled there in the 18th century. British trade was a monopoly of the East India Company.

This trade consisted chiefly of opium, tea and silk, and was subjected to many exactions and restrictions; feeling often ran high on both sides. With the passage of time, it is now possible to look back with a more unbiased view and see that each side had much to complain of and much in its favour.

The Chinese were the oldest, civilised people in the world, with a proud history behind them of culture and superiority over the lesser races around them. The traders had all the rough-and-readiness of the pioneer, and with their different philosophy and outlook on life, it is not surprising they found the Chinese way of living and doing business incomprehensible at times.

Diplomacy Moves

The Chinese felt that they were not being accorded the respect due to an ancient, mighty, civilised people, and called the intruders "barbarians," which the traders naturally resented, as they felt that their own particular brand of civilisation was superior, from the purely material point of view, at any rate, to that of the Chinese.

With both sides proudly scornful of the other, it is not to be wondered at that there were "differences of opinion" on more than one occasion, nor that many acts of injustice (or justice, depending on the point of view of the party concerned) were committed.

Eventually, things got so bad—particularly as regards the English—that it was decided in London to put relations between China and Britain on a proper diplomatic basis, and in 1792 a costly Embassy, under Lord Macartney, was sent out in H.M.S. Lion. With them sailed the East India Company's Hindustan and Jackal.

Two Audiences

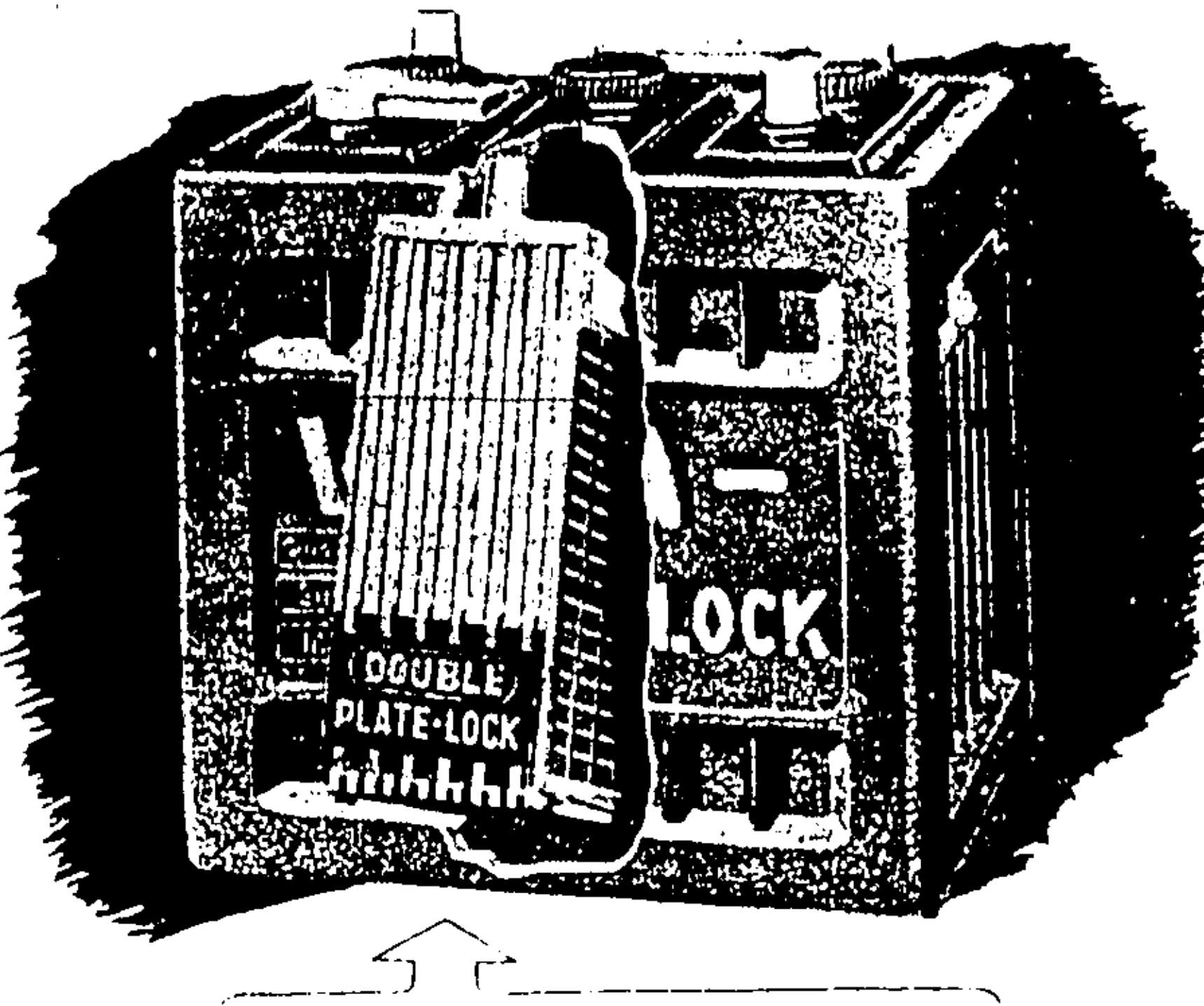
Lord Macartney brought with him personal letters from George III to the Emperor of China, together with gifts valued at about £16,000. Lord Macartney was commissioned to negotiate a treaty of friendship and alliance, and was granted two audiences of the Emperor Kien Lung at Jehol, when he asked for permission for English merchants to trade at

(Continued on Page 4.)

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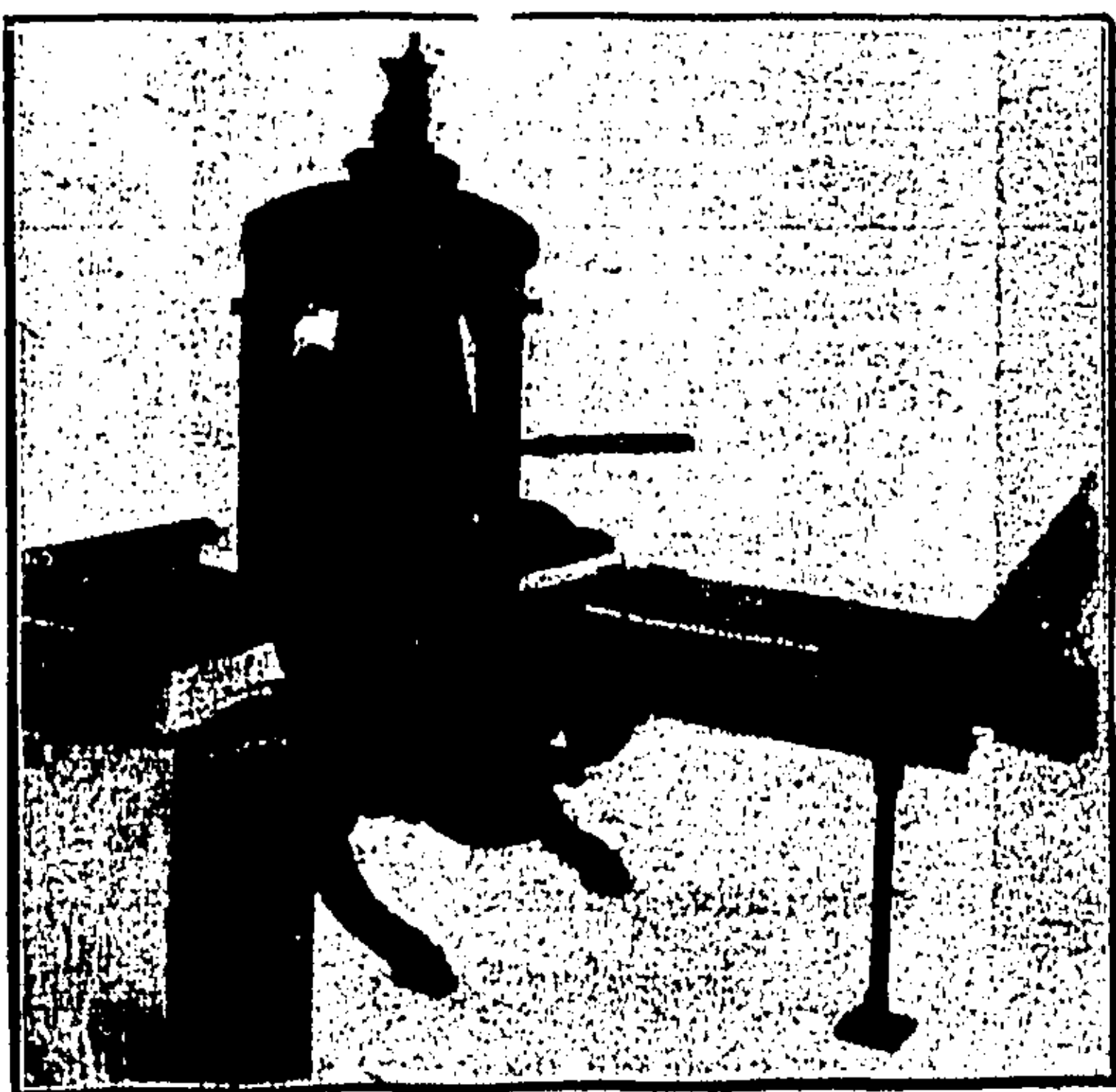
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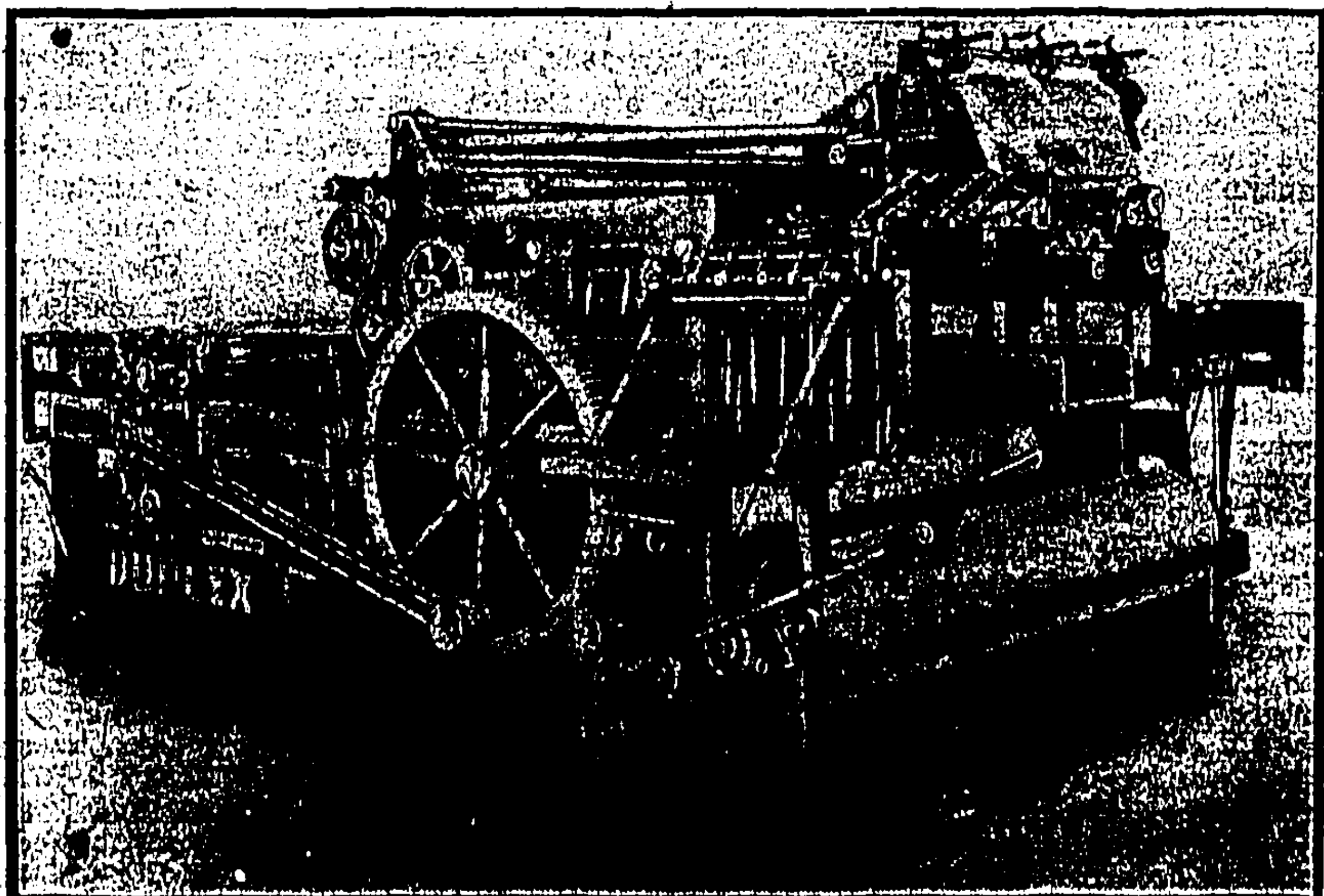
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1841

1941

Roused No Enthusiasms

(Continued from Page 2)

Tientsin, Ningpo and Chusan; for storage depots at Peking, Chusan and Canton; for the abolition of transit duties between Macao and Canton; and the prohibition of the levy of duties over and above those authorised by Imperial decree.

The mission, however, was a failure. Lord Macartney was treated with the utmost courtesy and received expressions of goodwill from the Emperor, but the mission itself was treated as proof that Britain was a state tributary to China and its every request was turned down.

In 1795, Kien Lung abdicated the throne in favour of his 15th son, Kia King, whose reign was disturbed and disastrous, and brought no relief to the question of foreign relations.

The Kow-Kow

A second attempt was made to improve matters. Lord Amherst setting out from Britain in February, 1816, on a similar mission to that of Lord Macartney. This mission, too, proved abortive. Lord Amherst not even being received with the courtesy accorded his predecessor. The main trouble arose over the question of "kow-tow", which was peremptorily insisted upon; Lord Amherst refused this affront to his dignity and to the dignity of the State he represented, and so was not even accorded an interview.

Conflict was inevitable between two proud states, and the Chinese can hardly be blamed for thinking that a little island many thousands of miles away scarcely deserved to be put on a similar footing with the proud, vast country of China.

When the East India Company's charter expired in 1834, trading became general and since the Peking Government considered the handling of foreign trade as a matter far below its high regard and left it and the handling of foreigners to the Canton officials, the British Government sent out Superintendents of its own. This put trade relations on a more official footing, but the difficulties were in no way ameliorated thereby.

Death in Macao

One of the Superintendents, Lord Napier, was treated with contempt by the Canton officials and the anxieties of his mission were so great and he was so poorly supported that he was unable to fight an attack of fever and died at Macao in 1834, only a few months after he arrived.

With the arrival in 1836 of Captain Charles Elliott, R.N., as Superintendent, events began to move more swiftly. The chief complaint of the mandarins was the import of opium, which the more conscientious among them had tried for years to suppress; others, more unscrupulous, engaged in contraband traffic, and it is not surprising that the traders themselves were interested in keeping up the flow of trade in opium, out of which they were making nice profits.

One must not be too hard on these traders for being engaged on a trade which is justifiably looked on with horror to-day. Customs and ideas have changed immensely in the past 200 years. Barely a century and a half ago, English men, women and children were still being hanged for stealing property worth a shilling or more and French criminals were publically and legally tortured to death, while the coast of Africa was being raided for slaves.

Captain Elliott himself, in 1839, at length agreed that all opium held by English subjects should be handed over to the Chinese authorities — exacting a pledge from the merchants they would no longer deal in the drug. On April 3rd, 1839, over 20,280 cases of opium were handed over to the mandarins, who promptly destroyed them.

Unfortunately for the state of relations between the Western World and China, a somewhat pugnacious individual, Lin Tse-su, had been appointed Chinese Imperial Commissioner at Canton, the year before, and the combination of a great patriot and poor statesman turned him into an extremist of a somewhat violent character. (Even in those days

dispute were abortive, Lin issuing an order for all foreign ships to leave Chinese waters within three days, meanwhile preparing to shell Hong Kong with shore batteries dominating the anchorage.

In the first naval engagement in history between the British and Chinese fleets, on November 3, 1839, the Chinese fleet had to retire in distress. The shore batteries opened up, and merchant shipping in the Hong Kong anchorage had to retire to Tungku.

A Casus Belli

This constituted a casus belli and in 1840, 16 British warships had assembled in Hong Kong harbour, together with 27 transports which had rushed some

a circular issued in Macao and the following day, on board H.M.S. Wellesley in Hong Kong harbour, he assumed the governorship of Hong Kong. As already noted, Admiral Bremner took formal possession on January 26th.

But this did not please either the British Government or the Chinese Emperor. Ki Shen was degraded, and Captain Elliott recalled.

When Sir Henry Pottinger had replaced Captain Elliott, the first formal treaty between Britain and China was signed on August 29th, 1842, on board H.M.S. Cornwallis off Nanking, Sir Henry signing for Britain and the new High Commissioner, Keying, and three Assistant Commissioners on behalf of the Emperor.

Under this treaty, four more treaty ports were added, so that Canton, Amoy, Foochow, Ningpo and Shanghai were opened to foreign trade.

Section III of this treaty confirmed the cession of Hong Kong, and on the signing of the Royal Charter creating the Colony on April 5th, 1843, with Sir Henry Pottinger as first Governor, the real history of Hong Kong as a colony and port may be said to have begun.

Beginning New

The Colony cannot be said to have had a very auspicious beginning, for apart from rain, storms and fires and further trouble with the mandarins (not to mention considerable activity by pirates), the early settlers found themselves faced with the task of literally building up everything from the very start.

The population of the island was then only around 5,000, for the most part smugglers, vagabonds and pirates, with a bare handful of stone-cutters and fisherfolk. Here and there, in those early years, patches of land around the coast of the island accommodated small crops of rice, yams and sweet potatoes, but the Colony did not show many signs of being able to produce a home supply of vegetables.

Indigenous fruits were the mango, pear, orange and lichee and animal life was scanty, the fauna comprising a land tortoise, the armadillo, several poisonous snakes, the boa and some woodcock. White ants soon showed that they considered the island their native paradise.

Popular Song

Little wonder, then, that a writer of the period (in a book entitled "China," published in 1847) should head one of his chapters "Hong Kong, its position, prospects, character and utter worthlessness from every point of view to England."

A popular song at Home at about this period was "You may go to Hong Kong for me"—a sentiment that just about summed up the popular contempt for an island chiefly noted then for its pirates, heavy rainstorms, typhoons, malaria, dysentery, internal and external strife and trouble and so on.

Nevertheless, the Colony gradually, slowly started to grow. By March, 1842, the population had increased from 5,000 to around 20,000, and the firms of Dent & Co., Fletcher & Co., Gemmell & Co., Gibb, Livingston & Co., Heard & Co., Jamieson, How & Co., Jardine, Matheson & Co and Lindsay & Co. were well established in their offices.

Wyndham Street and Wellington Street were still garden ground.

(Continued on Page 6.)



Sir Henry Pottinger, Hong Kong's first officially constituted Governor. From a mozzotint by Sir F. Grant in 1847. In the Chater Collection.—(Photo: King's Studio.)

In May, 1839, the British community at Canton moved to Macao as a temporary measure, hoping that they would soon be allowed to return and trade in the City of Rams. Unfortunately, Lin misconstrued this as an admission of weakness and of wrong-doing, and he put forward further demands, including submission to the Chinese penal code, whose principal punishments were beheading, flogging and strangling. The British felt that they would receive scant justice at the hands of Chinese courts. Lin's proposals were refused. Threatening demonstrations were soon rife in Macao against the British community there—and Hong Kong received its first evacuees, when a little fleet of ships arrived on August 26th, 1839, with British men, women and children on board from Macao.

Further attempts at settling the

4,000 troops to the scene. Under the instructions of Captain Elliott, this expedition was commanded by Admiral Sir J. J. Gordon Bremner.

The second naval battle of Chuenpei (some 50 miles from Canton) was fought on January 7, 1841, and was settled in under two hours. When the forts fell, the Emperor realised that only two paths lay open to him — to conduct a full-scale war, or to accede to the British demands for fair treatment. Lin Tse-su was promptly degraded and Ki Shen took his place as Imperial Commissioner.

On January 20th, 1841, the Treaty of Chuenpei was concluded, under which Ki Shen's proposal for the cession of the island of Hong Kong as a depot for British trade was accepted.

The cession was announced that same day by Captain Elliott in

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1841



1941

Colony's Birth-Pangs

Continued from Page 4.)

however, while Happy Valley—or Wongneichong Valley, as it was then known—was taken up with sweet potatoes and padi fields. The year 1845—in which, incidentally, the "China Mail" was founded—was quite a gala year, for the first of the P. & O. boats, the Lady Mary Wood, arrived in the Colony with mails posted in London only 55 days before.

It is perhaps an interesting commentary on civilisation to note that, despite greatly increased speed of communications in this year 1941, residents of Hong Kong to-day would consider themselves extremely fortunate if they could rely on such a rapid passage of the ship mails from Home—thanks to the war, 60 to 90 days seems to be a fairer average!

The next ten years, however, proved far from pleasant, strikes and incendiarism being among the least of the problems which faced the pioneers here. There was even talk by the early 'fifties' of abandoning the Colony.

Taiping Rebellion

In 1850, the rebellion which was subsequently known as the Taiping rebellion broke out in Kwangsi and slowly spread to other parts of China. In 1854, Kowloon City and other towns to the north-east of Hong Kong were the subject of attacks and counter-attacks by the Taipings and the Imperial forces.

The mandarins at Canton, too, were not exactly cooperating with the British Colony, and the friction between the two culminated in the famous "Arrow" incident in October, 1856. A fast-sailing junk with a British master, the Arrow was owned by a Chinese merchant resident in Hong Kong, and while lying at anchor in Canton was boarded by the Chinese authorities, its crew made prisoner and the British flag hauled down. This followed the outbreak of further anti-foreign incidents in Canton, notably the posting of inflammatory placards.

The Canton Viceroy refused either to tender an official apology or to surrender the prisoners, but for a time the incident developed only slowly. The bombardment of the forts and official buildings in Canton merely resulted in the destruction by rioting mobs of European Canton and Whampoa factories.

At the beginning of 1857, an incident occurred in Hong Kong which is still talked of as one of the most diabolically conceived crimes this part of the world has ever known. Bread baked in the principal bakery of the town, the "E-sing Bakery," owned by a Chinese, was filled with arsenic, and no less than 400 Europeans were affected.

Arsenic Plot

Fortunately, the conspirators over-did themselves by putting too much arsenic into the bread, with the result that instead of killing all those who ate it, it merely made them violently ill. The owner of the bakery fled to Macao, was brought back and tried with "intent to murder."

It is perhaps a credit to British Courts of Justice that although the judge, jury and counsel had all been victims of the poisoning attempt, the prisoner was acquitted.

The "Arrow" affair, meanwhile, had not been forgotten at Home; in those days, it was not necessary for one country to actually invade another before a *casus belli* could be deemed to exist. Lord Elgin had been sent out as special plenipotentiary to China, superseding Sir J. Bowring, but

his arrival in the Colony was delayed by the Indian Mutiny and he did not reach here until July, 1857.

Canton was taken in December-January, after a Franco-British ultimatum had been rejected, and the war was then transferred to North China, where the Taku forts were captured and the Treaty of Tientsin signed (on June 26) but not ratified.

Taku Incident

It was to have been ratified the following year, but when the British Minister to the Court at Peking, attempted to pass the forts at Taku he was fired on and had to turn back. Lord Elgin was again sent out, with full powers, accompanied by a large force commanded by Sir Hope Grant.

On August 1, 1860, Franco-British forces landed without opposition north of Taku, and marched north to Peking. Deciding that further resistance was hopeless, the Chinese opened negotiations, surrendering the An-ting Gate as a gesture of good faith.

The Peking Convention of October 24 ratified the agreement of 1858.

On October 24, 1860, Prince

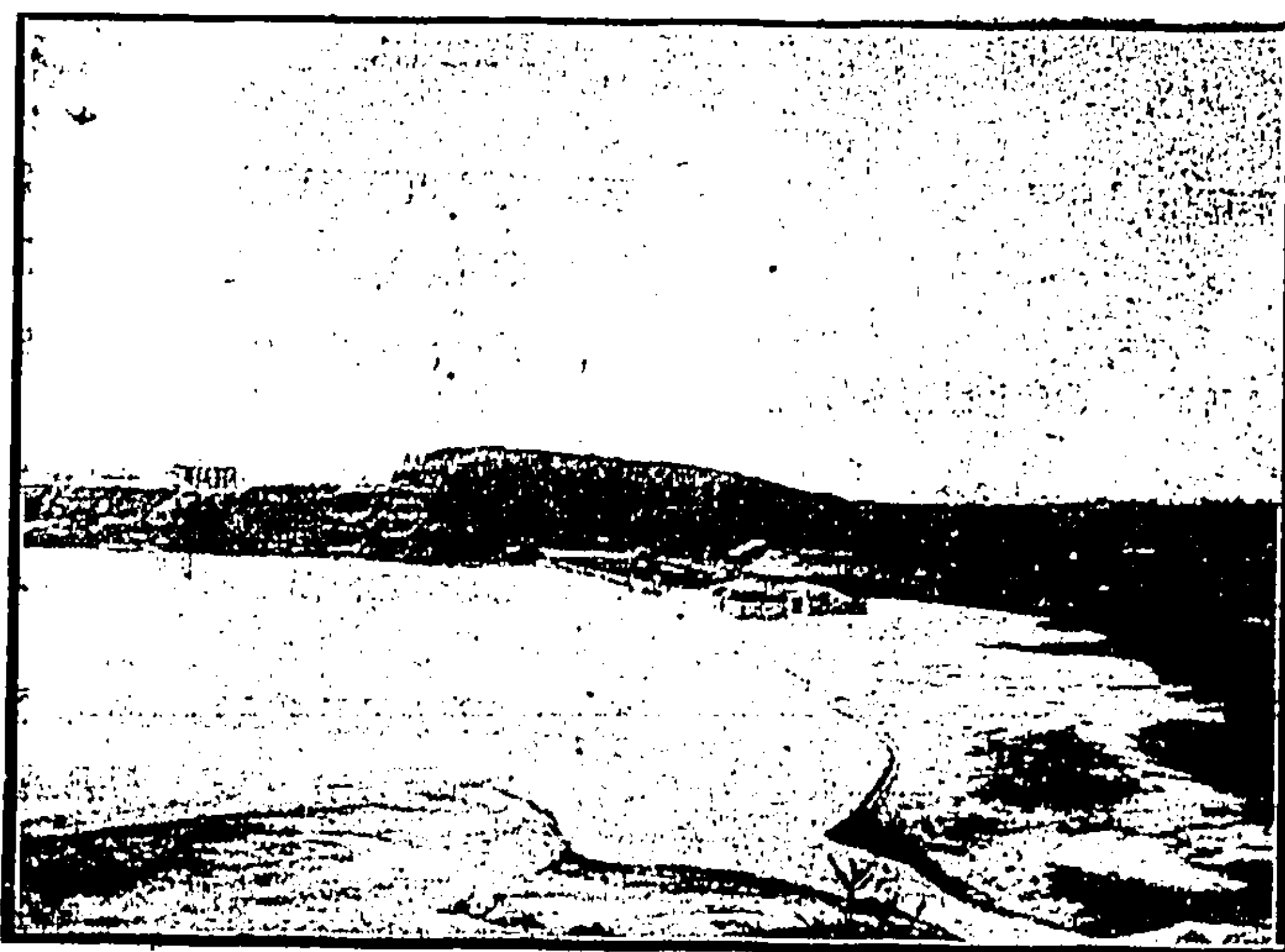
Two crops of rice are yielded each year, and sugar cane, indigo, hemp, peanuts, potatoes of various varieties, yam, taro, beans, pumpkins and vegetables of all kinds are grown.

In addition, there are mineral resources, but these have been barely tapped as yet. Granite is, of course, quarried in the peninsula.

So much for the general picture of events which led up to the final physical shaping of the Colony of Hong Kong as we know it to-day. During its first 100 years, the Colony has seen vast changes, and once it got started its growth was seemingly inevitable, even though in the early troubled years residents here could become so depressed as to start thinking of abandoning the whole thing.

A Cavalcade

No attempt will be made, in relating the history of the first 100 years of Hong Kong, to do more than briefly sketch the major happenings of each year. Space does not permit of more, but just as a reader in a hurry can get a clear picture of the major events of the day by scanning the headlines of his evening paper, so, it is hoped, this rapid survey will



What Kowloon looked like in 1860. The picture is apparently taken from a spot near the present Kowloon Docks and looks across Hunghom Bay towards the peninsula.

Kung and Lord Elgin ratified the agreement of two years before, while the Peking Convention was signed.

This treaty also included the right of Europeans to travel in the interior of China and permitted the free teaching of Christianity, but the clause affecting Kowloon is perhaps the principal one of interest to Hong Kong residents at the moment.

In March, 1860, Mr. Harry (later Sir Henry) Parkes obtained in perpetual lease from the Canton Viceroy a strip of two square miles of territory on the mainland at Kowloon, projecting towards the harbour, together with Stonecutter's Island, and this perpetual lease was confirmed by Article VI of the Peking Convention.

Hong Kong was still growing, both in actual size and in numbers, and in 1898 a further extension of territory was granted, the "New Territories"—covering 376 square miles in area and including Lantau Island and the waters of the farther shores of Deep and Mirs bays—being leased to Britain for a period of 99 years.

This new district brought the Hakkas and Puntis into the fold of the Colony. Although mountainous, it has extensively cultivated valleys, the Lam Tsun valley near Tai Po being considered one of the most fertile in all China.

give a clear picture of the cavalcade of years that make up the century from 1841 to 1941.

The year 1841 naturally begins with the cession of the island to Britain on January 20th, and the formal possession of it six days later by Admiral Sir Gordon Bremer. Captain (later Sir) Charles Elliott, R.N., Chief Superintendent of the Trade of British subjects in China, took over the administration in accordance with a proclamation he issued on January 29, which proclamation also declared that Chinese should be governed by the laws of China and other nationals by the laws of Britain.

Free Post

British and foreign merchants from Macao, started to look around, and new buildings began to come up, the first substantial house and godowns being established by Jardine, Matheson & Co. at East Point.

Chinese settlers commenced to take root west of the Wong Nei Chong (now "Happy") Valley in what was known as the "Canton Bazaar" and near the site of what was later the Central Market.

On June 7, Hong Kong was declared a free port.

A first sale of lands was held, 33 marine lots aggregating about nine acres, being sold for a total

annual rent of £3,032. The sale was subsequently disallowed.

Malignant Malaria

"Natural difficulties" encountered in this first year included an outbreak of malignant malaria in June; violent typhoons in July; and a desolative fire in August.

The establishment of the Superintendent of Trade was moved from Macao to Hong Kong in 1842, Captain Elliott having been replaced by Mr. A. R. Johnson. Sir Henry Pottinger had taken over the Governorship in August the previous year.

The Treaty of Nanking on August 29th confirmed the cession of Hong Kong and the warships and troops were sent home, with the exception of a garrison of 700 officers and men.

The Post Office was organised, Mexican and other Republican dollars were declared to be standard for trade, a committee was appointed to investigate claims to land and to lay out the town (including the naming of "Queen's Road" as the main street) and a road was constructed from Wongneichong to Shaokwan.

In 1843, following the granting of a Royal Charter, a Colonial Government was organised, composed of a Lieutenant-Governor, Colonial Secretary, Treasurer, Chinese Secretary, Legal Adviser, Surgeon, Chaplain, Magistrate, Harbour Master, Surveyor and Land Officer and Postmaster, while 18 official and 26 unofficial Justices of the Peace were created.

The "City of Victoria" was officially named.

Health was very bad, and between May and October, 1843, no less than 24 per cent of the troops and 10 per cent of the European civilians died of fever.

Competition

By the end of 1843, there were 12 large English firms, 10 English merchants trading on a smaller scale and about six Indian firms. The opening of five treaty ports (including Shanghai) had a markedly adverse effect on the Colony's trade.

Among the "high-lights" of the year was the launching of the first ship to be built in Hong Kong, the "Celestial," which was launched on February 7 at East Point.

Trade (except in opium) continued to decline in 1844, partly owing to the restrictions imposed by the Chinese under Sir Henry Pottinger's supplementary treaty of October 8 the previous year, while the junk trade was affected by frequent piracies. The first opium ordinance was passed and farm-let for \$720 a month, while a salt tax was instituted.

Sir John Davis took over the governorship in May. A police force was organised the same month and had its first big task when an attempt to regulate the population by a Registration Ordinance was opposed at a public meeting which was followed by a general strike.

A. D. C. Formed

The Amateur Dramatic Club was formed and the Seaman's Hospital built by public subscription in September.

In 1845, after some opposition, house property was rated and police rates introduced. Opium was farm-let for \$1,710 per month; an increase of almost \$1,000 on the previous year.

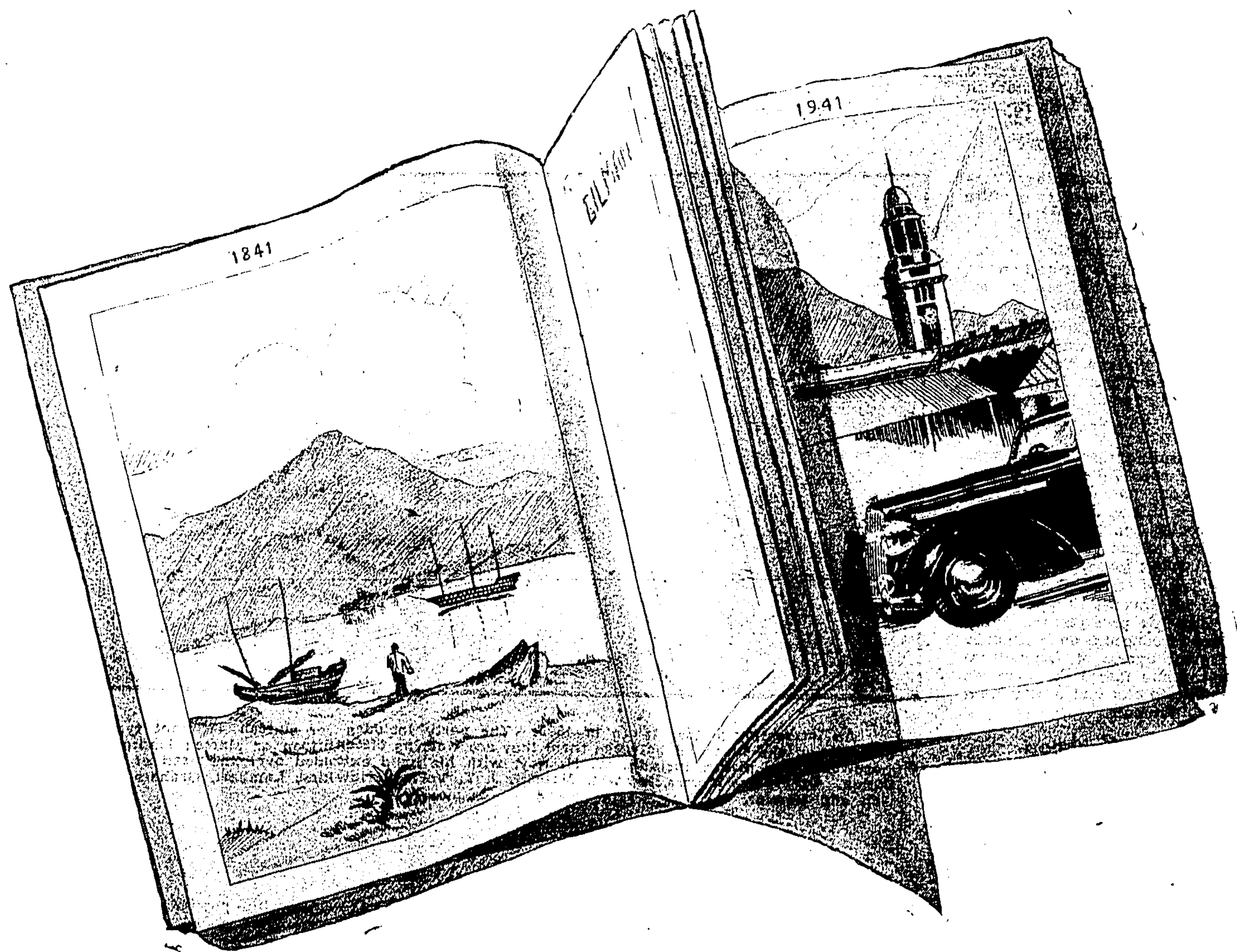
The P. & O. started a monthly mail-steam service, a school for English children and the Union Church were opened, and an American Consul was appointed.

(Continued on Page 8.)

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1841



1941

Adverse Report On Colony

(Continued from Page 6.)

The year 1846 was a fairly quiet one, marked chiefly by much bitter friction between the judicial and executive branches of the Government. The junk trade revived again, but an attempt by merchants to obtain protection for tea shipped to Hong Kong failed. Opium was farm-let for \$1,560 a month.

The Hong Kong Club opened on May 26, and Consuls were appointed for both Denmark and Portugal.

The differences between the judicial and executive branches of the Government grew worse and worse in 1847 and culminated in the amazing spectacle of the trial of the Chief Justice by the Executive Council.

The Governor, Sir John Davis, made an ineffectual military expedition to Canton in an attempt to secure the fulfilment of the terms of the 1842 treaty; he also failed when he tried to establish commercial relations with Annam

(long in a disturbed state) hoped for some relief from oppression, and when they found none was forthcoming, they proclaimed as Emperor a youth who was said to be the representative of the last emperor of the Ming dynasty.

Disease And Pirates

Hong Kong was still quiet, however, its main battles being with disease and pirates. Thirteen pirate junks were destroyed in Mirs Bay in March. Out of a total strength of 568 men, the 59th Regiment lost 136, chiefly from fever. There was another scare in May when plague broke out in Canton, but it fortunately did not spread to Hong Kong.

Bishop Smith (Hong Kong's first bishop) arrived in March, becoming chairman of the educational committee, which administered government grants to schools and took charge of St. Paul's College.

In 1851, another of the disastrous fires which affected Hong

during the year.

Despite the destruction of a large pirate fleet on May, 1853, no less than 70 piracies occurred during the year, the most notable being that of the Aratoon Apcar in August.

An attempt to revive the school for English children failed. Emigration to Australia began and that to British Guiana was placed on a proper footing. The import of opium was legalised by the Chinese Government.

War In Kowloon

War-like activity returned to the vicinity of the Colony in 1854, when Kowloon City and other towns to the north-east of Hong Kong were taken, lost and retaken by the Taipings and the Emperor's forces.

Refugees from South China had begun to seek shelter in Hong Kong the year before, and when the Taipings blockaded the Canton River and threatened the city,

nominated by the Justices of the Peace to the Council (which previously consisted of the Governor and three officials) and in 1855 the Council was further increased to three unofficial and six official members.

Headline news in 1856 was the famous "Arrow" incident, which was dealt with in the earlier part of this article and which eventually led to another war with China.

Serious fires at Taipingshan and the Western Market kept the Volunteer Fire Brigade and the Chinese Fire Brigade, both of which had just been organised, on their toes.

The Secretary of State refused to consider a proposal to licence gambling houses.

In January, 1857, the s.s. "Feima" and "Thistle" were captured by Chinese soldiers, just another incident on the road to conflict, a road which neared its end when, as already related, 400 Europeans, or about a third of

Adverse Report

In March, a Parliamentary Commission was appointed to enquire into commercial relations in China. It presented a very adverse report on the expensive establishment in Hong Kong and on the hundred and one different monopolies and petty regulations.

The foundation stone of St. John's Cathedral was laid on March 11, while a Court House was purchased from Dent & Co. In the field of trade, licences were substituted for the opium farm-letting.

The opening up of gold-fields in Sacramento Valley in 1848 was not without its effect on Hong Kong, for this initiated commerce and coolie emigration to San Francisco, which grew rapidly in the following years.

Sir Samuel George Bonham assumed the Governorship in March, and, like his predecessors, found he had no sinecure on his hands. The great excess of expenditure over revenue forced the stoppage of public works and a reduction in establishments.

Severe Typhoon

Thirteen vessels were lost in a typhoon at the end of August. The Hong Kong and Canton Steam Packet Company was established in October the same year.

The year 1849 is chiefly noted by the failure of the Governor, in an interview with the Viceroy at Canton, to gain permission for merchants to enter the city, and by the passing of various ordinances connected with the administration of justice which were later superseded.

A determined drive in October resulted in the destruction of 83 pirate junks, and for a time normal junk traders breathed more freely.

Mission Schools

Lack of support resulted in the closing of various missionary schools, including the one for English children opened four years before. St. John's Cathedral was opened in March and placed under a Bishop of Victoria created by Letters Patent, two months later. The Victoria Regatta Club was formed in October.

A regular steamer was put in operation by the P. & O. between Hong Kong and Shanghai.

The year 1850 saw the start of the revolt which later developed into the Taiping Rebellion. With the accession of the Emperor Hien-feng, the people of Kwangsi

Kong's early years broke out and destroyed over 470 houses north of Queen's Road before it was got under control.

The London Mission Hospital had closed the previous year owing to lack of support, but in May, 1851, the London Missionary Society opened a clinic for the treatment of out-patients.

The Cricket Club was established in June.

Hong Kong benefited in 1852 by the great increase in emigration to the Straits Settlements and to California. For a while, emigration to Peru also benefitted Hong Kong, but finally abuses connected with this trade forced it to be abandoned.

In view of the discount on Mexican dollars, Indian rupees and British currency, the coinage of a Hong Kong dollar was first mooted, although it was some years before this actually came into being.

Fortnightly communication with England was provided when the P. & O. established a regular monthly service between Hong Kong and Calcutta. There were 19 cases of piracies in local waters

many more came down to the Colony.

At the beginning of 1855, both the Taiping and Imperialist fleets were ordered out of Hong Kong harbour. A British force was sent from Hong Kong to Canton, and the rebels promptly retired from the river. Sir John Bowring, who had assumed the Governorship the year before, failed to get any recognition of this service from the Canton Viceroy.

Police Enquiry

Among the purely local "headlines" this year was an enquiry into the administration of the police force; the death of 800 Chinese (whose population was then around 70,000) from fever between February 2 and April 4; and another serious fire in the heart of the city.

European lot-holders got very hot under the collar and opposed the Praya scheme which re-established crown rights over the reclaimed foreshore.

The Legislative Council continued to grow slowly. In 1856, two unofficial members were

the white population, were poisoned when arsenic was put in the bread baked by the "E-sing Bakery."

The junk trade fell off as a result of the Canton river blockade, but piracies decreased sharply after February.

Three official and one unofficial members were added to the Legislative Council, while Hong Kong felt itself taking its place among the modern cities of the world when it was announced that the town was now lighted by 350 oil lamps.

The principal event of 1858 was the capture of Canton by allied forces, and it remained under foreign administration for the next three years while the war was transferred to North China.

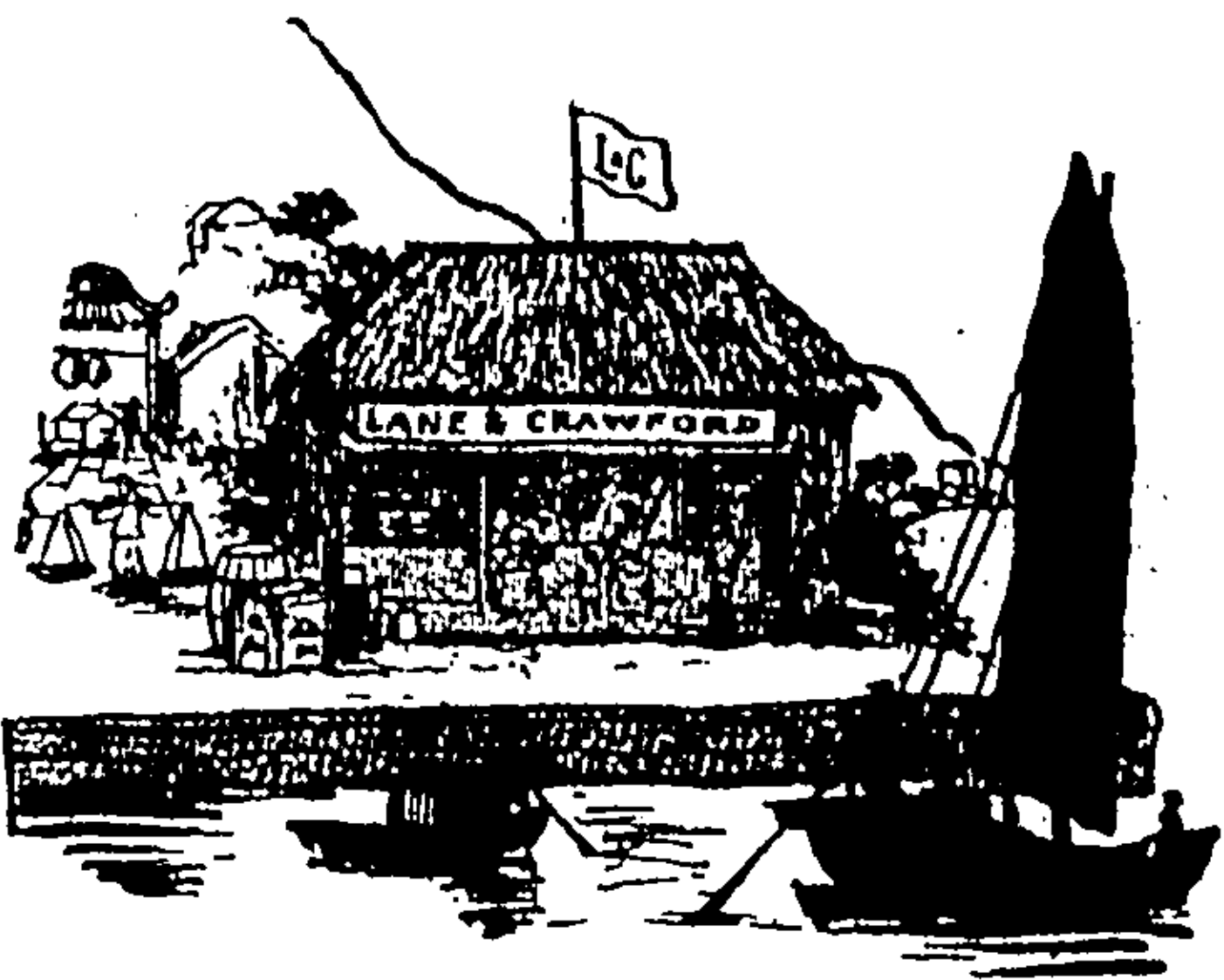
A public meeting was held in July to discuss the position caused by the exodus of Chinese from Hong Kong and the stoppage of supplies to the Colony, both of which were enforced by the Chinese officials. This eventually resulted in the capture of Namtau.

Much disease prevailed in the Colony, Asiatic cholera and hy-



An interesting picture taken in 1885. The party includes or sixteen different types of sonalities of the time and between them they are wearing fifteen or sixteen leading per-headwear. The picture includes W. H. Ray, with his hand extended over the head of a Miss Sutton. Others are Messrs. Brewin, Metcalf, J. T. Vernon, Hawkins, Lambart, Graham, Bramwell and Bowles.

(Continued on Page 10.)

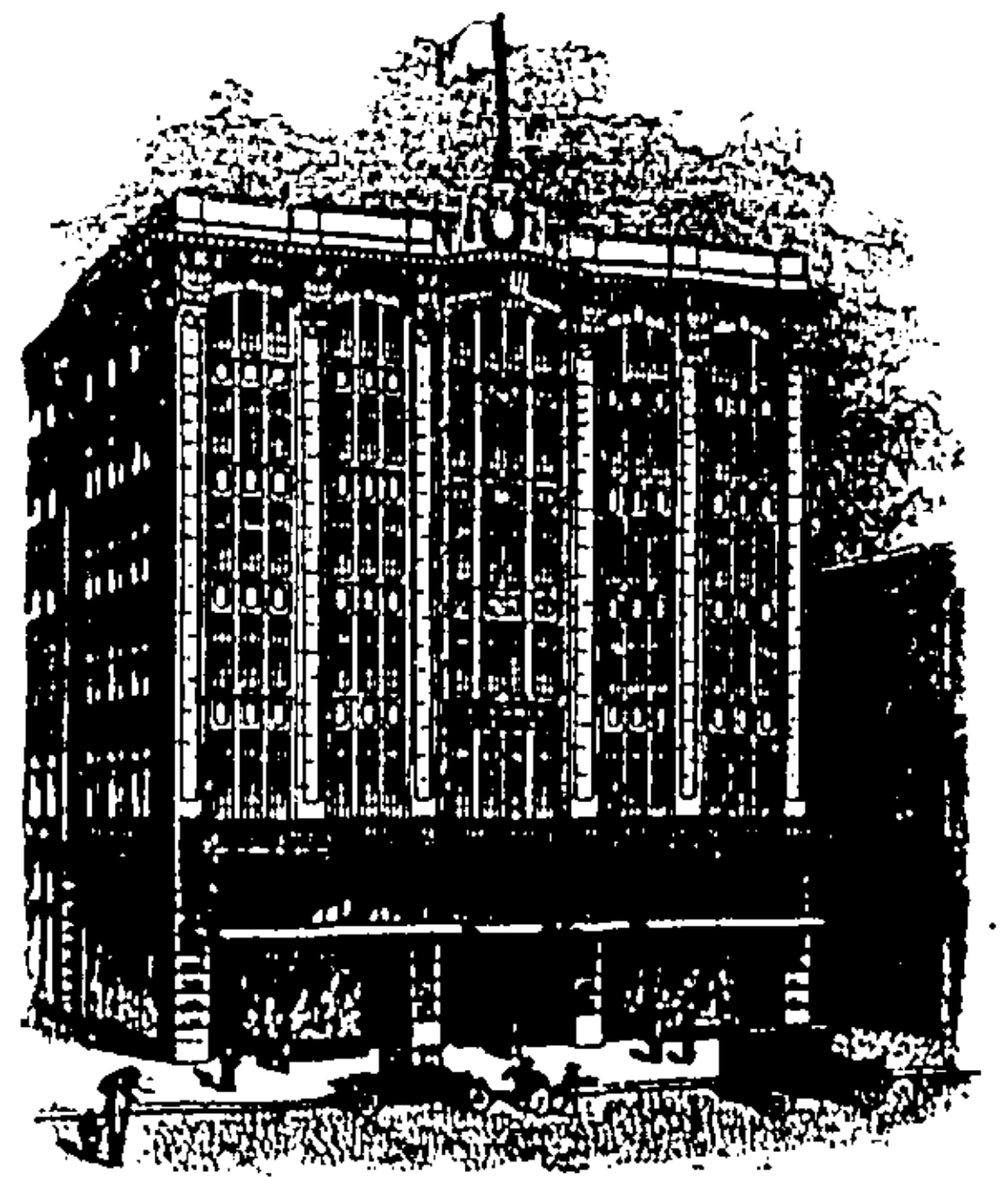


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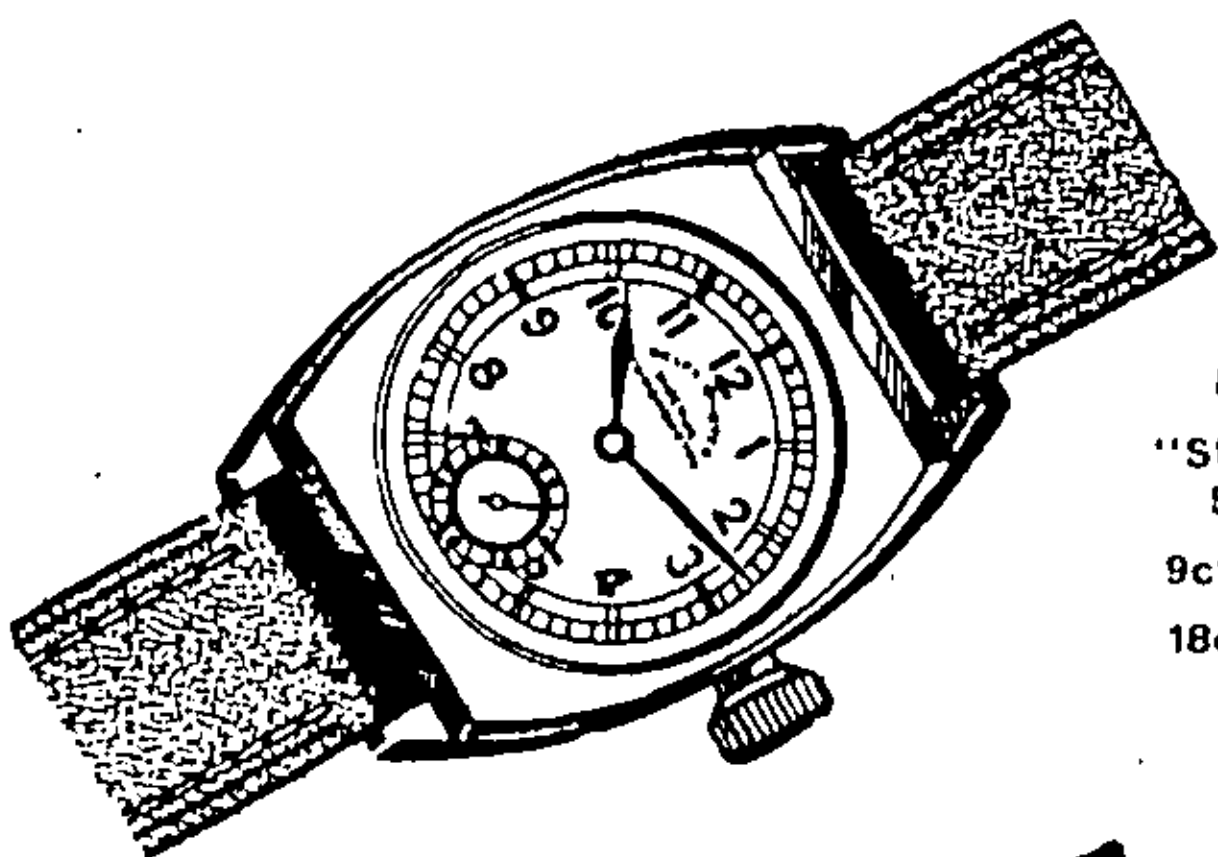
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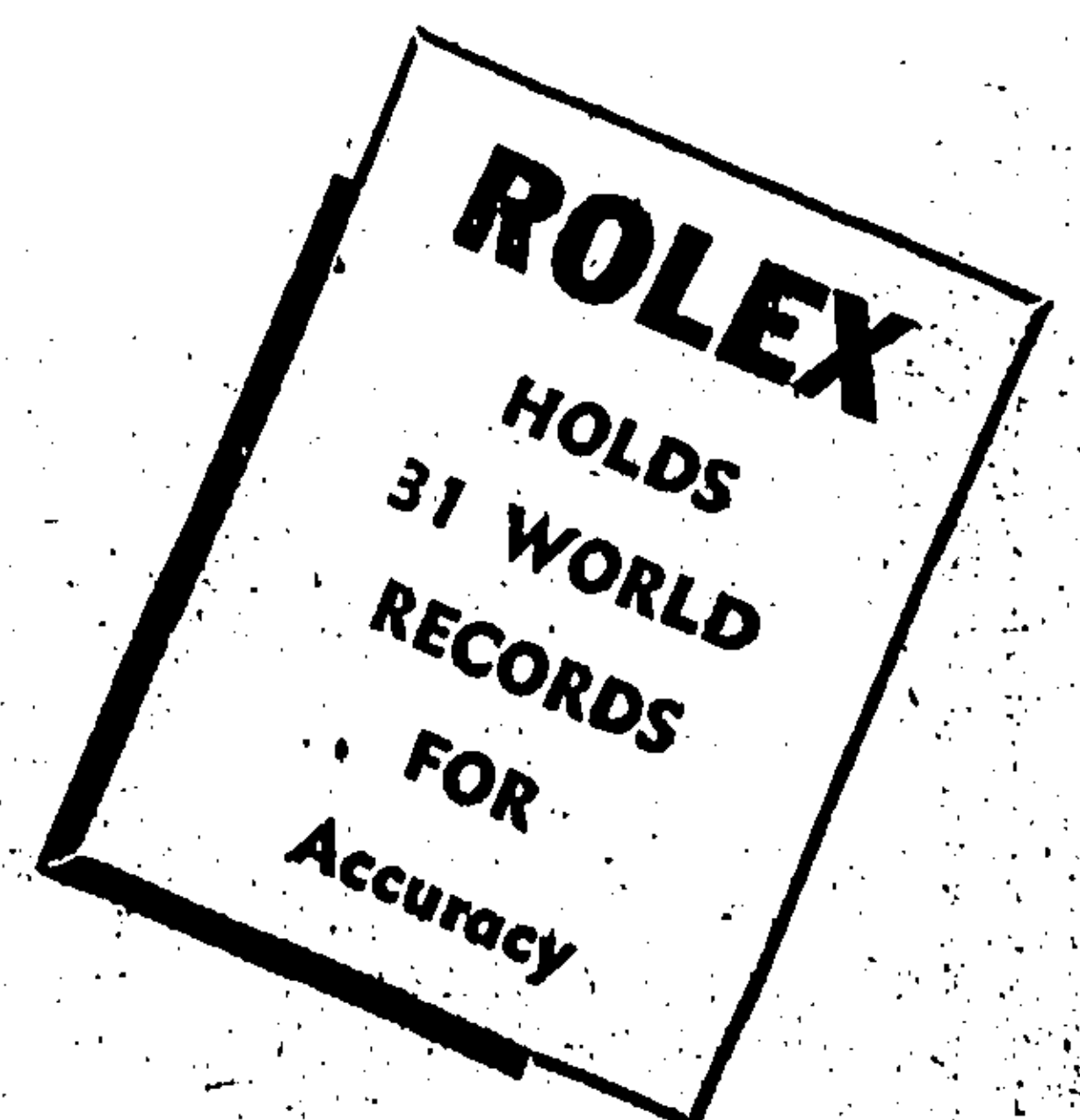
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1841



1941

Praya Reclamation Battle

(Continued from Page 8)
drophobia being introduced, for the first time, it is believed.

Violent discords prevailed in the Civil Service, and the blunt comments of the local Press resulted in several vexatious prosecutions of editors and newspapers.

The opium farm was re-established and let for \$33,000 per annum.

Sir John Bowring, prior to his being succeeded in September, 1895 by Sir Hercules Robinson as Governor, advocated the annexation of Kowloon both for commercial and sanitary purposes, and was supported by the Colonial Office which urged it on the War Office in connection with the renewal of war on China.

In Canton, the Imperial Chinese Maritime Customs commenced to operate, not without considerable opposition from merchants in Hong Kong.

Hong Kong was again in the public eye at Home, where there

by the Colony's merchants two years previously when the Customs commenced to operate at Canton.

A Volunteer Corps consisting of a battery of artillery armed with 3-pounders and 4-inch howitzers was formed on March 1, 1862, and for a few years the Corps proved quite popular.

Cadet System

A trial was made this same year of the recruiting of Indian police in Madras and Bombay, while a floating station for the water police was established and the cadet system introduced by the appointment of three student interpreters.

In addition to a bad typhoon in July which resulted in considerable loss of life and damage to property, shipping suffered heavily from the bands of pirates who had grown bold and strong again, the "Eagle," "Henrietta Louise,"

now included 200 active and 200 honorary members, thanks to the addition of a band, a rifle company and a Canton detachment.

There were many "drain-gang" and other burglaries and murderous attacks during the year, followed by a riot of Malay seamen, the police and the 99th Regiment lasting for two whole days in September. Professional beggars had been swarming into the Colony for some time, and drastic measures had to be adopted, a wholesale deportation to Canton having to be put into force.

The opposition of lot-holders again thwarted Government proposals for a new Praya wall and the reclamation scheme, but public works which did go through during the year included the opening of the Public Gardens between Garden and Albany Roads and the forming of the Bowrington Canal, which was some 600 feet long and 90 feet wide.

Victoria continued to march

three years, two banks suspending payment during the year.

The Hong Kong and Shanghai Bank was converted into a Corporation with a capital of \$5,000,000, while the Hong Kong and Whampoa Dock Company formed with a capital of \$750,000.

This concludes the first 25 years of existence of the Colony of Hong Kong, and is an appropriate moment to glance briefly at one or two statistics which, although just bare figures, help round out the picture of steady growth.

There are, unfortunately, no figures available for 1841, the year the Colony was founded. The nearest are those for 1844, and these may perhaps be compared with 1866:—

	1844	1866
Population (Non-Chinese)	454	3,616
Population (Chinese)	19,009	111,482
Total population	19,463	115,098
Revenue	£ 63,769	\$769,077
Expenditure	£ 53,108	\$936,955
Tonnage of ships entered and cleared	189,257	1,891,281

Blockade Of Hong Kong

THE second quarter century of the history of the Colony began with what was eventually known as "The Blockade of Hong Kong," under which Chinese cruisers patrolled the waters around the Colony levying taxes on junks which traded at non-treaty ports. This started in 1867 but an attempt by the Canton Viceroy to collect customs dues in the Colony itself from junks proceeding to China was defeated.

This had a definite effect on the trade and commerce of the Colony and lasted until the end of 1866, when a Land Commission recommended an agreement with China under which the movement of all opium to and from the Colony was to be registered and arrangements were made to settle disputes between the local junks and the Chinese Customs; as a result, the "Blockade" came to an end.

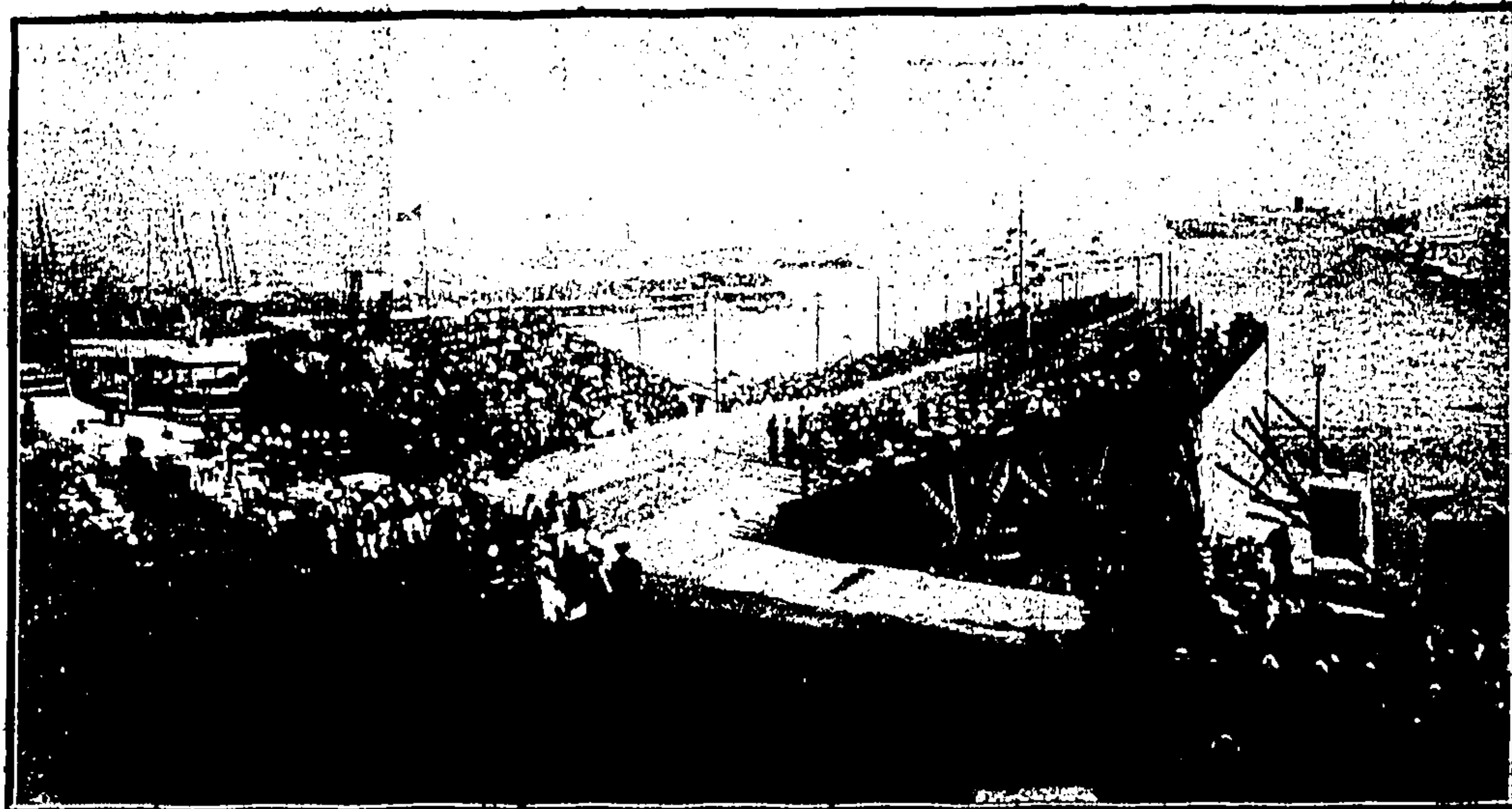
Criminal Legislation

This period was also noteworthy for the constant changes made in legislation dealing with criminals of Chinese race in the Colony. Thus, in May, 1871, the system of branding them and deporting them—with a severe flogging if they ever returned to the Colony—was abolished. The following year it was introduced once more.

Five years later, a more lenient note crept in, public branding and flogging being stopped, while deportations were restricted. Sir John Pope Hennessy, the new Governor, also advocated a more lenient treatment of first offenders. This did not last long, for in 1879 the deportation system was re-introduced yet again!

Hong Kong continued to grow by leaps and bounds, among the more important items of news under the heading of "Industry and Trade" being the opening of a new dock by the H.K. and Whampoa Dock Co. at Aberdeen in June, 1867; the opening of the Hong Kong Hotel, July, 1867; the absorption of the Union Dock by H. K. Whampoa in 1870, with an increase of capital to \$1,000,000; the establishment a year later of the Hong Kong Wharf and Godown Co.; and the completion of the Cosmopolitan Docks in October, 1875. In 1878, the China Sugar Refinery Co., Ltd., was established; in February, 1880, the Cosmopolitan Dock Co. was estab-

(Continued on Page 12)



A memorable picture in the history of the Colony, of Officials and the community gathered to welcome the Duke of Connaught in 1890. He laid the memorial stone of Connaught Road Central, the new Praya of the famous Praya Reclamation, which was fiercely resisted when first proposed.

was some considerable agitation as a result of disclosures of the rife and discord prevailing in the Civil Service, both of which were prejudicial to the life of the Colony.

A Bill to complete the Praya reclamation scheme was thrown out as a result of heavy pressure by leading commercial houses.

The year 1860 saw the renewal of the war against China, lasting until the middle of October when the Peking Convention secured the ratification of the Treaty of Tientsin. In March, a strip of land in the Kowloon Peninsula had been obtained in perpetual lease from the Viceroy at Canton, and the cession of this was confirmed by the Convention.

There was a great rise in the value of land in the Colony this year, with a consequent increase in revenue.

Kowloon Included

In the following year, 1861, the Kowloon peninsula was formally handed over to Great Britain, and a discussion concerning military lands there started at once. The Allies terminated the occupation of Canton, which they had been administering since May, 1858.

The Hong Kong Chamber of Commerce was formed and continued the opposition against the establishment of the Chinese Imperial Maritime Customs, an opposition which had been voiced

"Imogen" and "Iron Prince" all being pirated near the Colony.

But the pirates were slowly but surely getting "out of date," although it was some time before they or anyone else knew it, and despite the piracy of the "Bertha" near Stonecutter's Island in July, 1863, shipping services to and from the Colony continued to expand. Messageries Maritimes starting a mail steamer service, while regular communication with British North Borneo was opened that year.

Laws Cause Strikes

The various Ordinances which had to come into being in those early years of the Colony always seemed to lead to an inevitable strike by the class of Chinese population affected and the co-operation which is such a feature of the life of the foreign and Chinese communities of 1941 was then almost entirely absent. Thus, the previous year the cargo boatmen had gone on strike because of a Registration Ordinance passed the year before, and in 1863 the chair coolies went on strike for almost three months because of a Licensing Ordinance.

A reservoir holding 2,000,000 gallons was completed at Pokfulam, being connected by an aqueduct with two large tanks above the City proper.

The year 1864 saw the growth of the Volunteer Corps, which

with the times, being lit by gas lighting for the first time on November 12 that year.

The project of a railway to connect Calcutta with Canton and Hong Kong was mooted in 1865, and caused a lot of interested comment at the time.

Companies formed during the year included the Union Dock Company, registered with a capital of \$500,000, and the Hong Kong and Macao Steamboat Company, which started in October with a capital of \$750,000.

It was decided that no more criminals would be extradited to China without definite guarantees from the Chinese authorities that the men would not be tortured.

The Royal Mint of Hong Kong opened in April, 1866, having cost \$400,000 to establish, and \$70,000 a year to run; a commission was appointed six months later to enquire into its working.

Criminals from all parts of China continued to give so much trouble that a system of branding them before they were deported was introduced; if they returned after that, they were flogged severely.

The Volunteer Corps fizzled out owing to non-attendance of members.

Business Depression

Hong Kong's commercial life was hard hit by a depression which set in and lasted for about

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1841

1941

Overcrowded City In 1885

(Continued from Page 10)

lished at Shumshuipo but the dock was purchased on the last day of December by H. K. Whampoa. The Hong Kong Ice Co. was registered that same year.

Hong Kong also continued growing as a port, more shipping services included the Colony as a port of call, while the authorities improved on and erected new navigation aids.

The first of a regular service of steamers from San Francisco flying the Pacific Mail S.S. Co. flag arrived in January, 1867, while the opening of the Suez Canal on March 18, 1869, was destined to have great effects on the Colony's trade a few years later.

Shipping Doubled

Indeed, 1869 was a good year for shipping in Hong Kong. Messageries Maritimes and the Pacific Mail doubled the number of ships on the Hong Kong run, two new local steamship companies came into being and, despite the "Blockade" and its consequent effect on junk traffic, trade in general improved during the year.

"Natural hazards," including pirates and typhoons, continued to make more than a nuisance of themselves, the year 1874 perhaps being outstanding in this regard for, in addition to two ships being lost on the rocks and another by collision near the harbour, a violent typhoon struck the Colony in September and at the end of six hours over 2,000 lives, 35 foreign ships, an untold number of native craft and some \$5,000,000 worth of property were lost or destroyed.

Mint Closed

Lighthouses were completed at Cape D'Aguiar and on Green Island in 1875 and the following year Cape Collinson lighthouse came into operation. The observatory at Kowloon was completed in 1883, in which year a 1,400-foot long breakwater was constructed at Causeway Bay to provide a safe anchorage of some 100 acres for small craft during typhoons.

The Hong Kong Mint, which had opened in 1866, was not at all successful, and the Commission which was set up that same year to enquire into its working issued a report in 1867 in which it advocated that the Mint be closed down; it had cost \$400,000 to establish and took \$70,000 a year to maintain.

The Mint was actually closed in 1868, after it had made only \$20,000 in seigniorage; costs were cut as much as possible by the sale of the buildings for \$65,000 and the disposal of the plant to Japan for a further \$60,000.

First \$1 Notes

The Hong Kong & Shanghai Banking Corporation put out its first issue of \$1-notes in October, 1872, while the supply of subsidiary coins from the London Mint started three years later.

One of the big local problems of this period in Hong Kong history was provided by the gambling houses. An ordinance for the maintenance of order and cleanliness, authorising the licensing of gaming houses, was passed in 1867, in which year 11 gaming houses were opened in September, their number shortly increasing to 16. They soon formed a useful source of revenue.

Missionaries in Hong Kong, however, started an agitation against this practice and this outcry was taken up at Home, the Secretary of State expressing strong disapproval in 1869 of the raising of revenue from such a source, not to mention the manner in which the revenue was used.

When, however, the Lieutenant-Governor gave notice in 1870 that gaming houses were to be closed from January 1, 1871, this notice was disallowed by the Secretary of State. But gambling house licensing did not last much longer. The monopoly of the licences was sold on January 21, 1871, for \$15,000 a month, but a growing volume of protests from residents in the Colony, coupled with increasing agitation at Home, eventually resulted in the abandoning of the scheme in December that same year.

(It is interesting to note that, assuming a minimum of \$165,000 was received in 1871 as revenue from this source, it formed a very

000 gallons) in 1871; the reconstruction of the Mint and Blue Pool dams and the provision of roads and wells at the Peak in 1874; the establishment of the water police station and time-ball tower at Tsimshatsui in 1884; the reclamation of 22 acres at Kennedy Town by the construction of a 3,690-foot seawall; and the completion in 1889 of the original Tytam water works scheme, providing an impounding reservoir holding 312,330,000 gallons, a tunnel 1.38 miles long, a conduit three miles long, six filter beds, and a service reservoir of 5,700,000 gallons, bringing the total capacity of storage reservoirs to 378,330,000 gallons.

Praya Scheme

The "Praya Reclamation Scheme" finally got under way. Initiated by Mr. (later Sir) Paul Chater, it was to reclaim 65 acres extending two miles from the Naval Yard to beyond the West Point gasworks and included a new road to be known as Con-



D'Aguiar Street in 1946 from a sepia wash drawing in the Chater Collection by E. Ashworth. (Photo: King's Studio).

large part of the Colony's total revenue for the year of \$844,418; expenditure that year totalled \$894,209.)

Opium, however, continued to provide revenue. In 1872, revenue from the opium farm totalled \$122,400 and a commission which had been appointed to enquire into the working of the monopoly recommended that it be let for three years (instead of for one year, the procedure adopted since 1858, when it was let for \$33,000 a year).

The recommendation was not followed at first, however, for in 1876 the farm was let for one year at \$110,000; in 1877 for two years at \$132,000 a year; in 1882 for one year again at \$210,000; in 1885 for one year at \$159,000; and finally for the recommended three years in 1886 for \$182,400 per annum.

Work on the Peak tramway was started in 1885 and it was completed and opened for traffic on May 30, 1888, starting at St. John's Cathedral (100 feet above sea-level) and running up to Victoria Gap (1,300 feet).

Blue Port Dam

"Public works" of special note during this 25-year period (1866-1891) include the completion of the Pokfulam Reservoir (66,000-

nought Road, after the Duke of Connaught, who laid the memorial stone in 1890.

Hong Kong was really beginning to feel itself to be quite a modern city, for in 1881 telephones came into use and by 1890 the lower levels of the City of Victoria were actually lit by 50 arc lamps!

Royalty, too, had begun to take note of the Colony's existence. In 1869, the Duke of Edinburgh visited Hong Kong, opening the City Hall shortly after his arrival. A short visit over the Christmas holidays of 1881 was paid by Prince Albert Victor and Prince George of Wales, while in 1890 the Duke and Duchess of Connaught arrived, the Duke laying the memorial stone of the Praya scheme, as already noted.

Ulysses Grant

Another noted figure to visit the Colony was General Ulysses Grant, who was a resident of Hong Kong from April 30 to May 12, 1879.

Although not greeted with pomp and circumstance, another visitor arrived, to take up permanent residence in the Colony. He was the humble, hard-working, rickshaw coolie, the first of these ubiquitous vehicles appearing on the streets of Hong Kong on April 22nd, 1880.

One of the biggest factors in the growth of Hong Kong was, of course, the expansion of rapid communications with the outside world, and within a few short years cables and telegraphs were bringing the Colony into close touch with other parts of the world, near and far.

Cable Service

In 1870, the Great Northern Company's cable, linking Hong Kong, Amoy and Shanghai, was opened for traffic, and this was followed in 1871 by the opening of the Eastern Extension Company's cable from Hong Kong to Cape St. Jacques to Singapore.

In June, 1883, Hong Kong was connected by direct cable with Shanghai and Foochow and this was followed by the opening of the Canton-Kowloon telegraph line a month later. A year later saw the Hong Kong/Macao cable come into use. Communication by cable with the Philippine Islands had been established four years earlier, traffic being opened on May 1, 1880.

But despite all these improvements and modernisations, Hong Kong was still far from being out of the swaddling clothes stage and still suffered from all the ailments of a "baby town."

Police Friction

Thus, the police force and the rest of the city did not get on at all well together at times. In 1869, District Watchmen, paid for by Chinese, were first enrolled and placed under the control of the Resident-General. The immediate effect of this was friction with a capital "F" between that officer and the Captain Superintendent of Police.

By 1871, there was considerable agitation against the inefficiency of the police force, but things got no better and eventually culminated in a public meeting in October, 1878, to discuss the "insecurity of life and property" in the Colony. There had been a particularly bad spate of robberies that year, the climax being an armed attack on a Chinese bank in Wing Lok Street.

A few months later, early in 1879, the police force was ordered to have two-thirds of its manpower always on night duty.

Serious Fires

The "insecurity of life and property" mentioned at the public meeting also included losses and damages by fire, for there were several large outbreaks during this period. In 1867, nearly 500 houses were destroyed by fire; in 1878, 368 houses and \$1,000,000 worth of property was destroyed by fire in Victoria; in 1881, 36 houses were destroyed by fire in Tai-pingshan; in 1884, serious fires broke out within a space of five days at Hunghom; and so on.

Then there was the problem of the Colony's health. Overcrowding in the city—agitation over which grew so keen in 1885 that a Land Commission was appointed—the effects of the climate on newcomers, and the almost total lack of knowledge of sanitary and other measures by a vast proportion of the native population only added to the difficulties.

The year 1872 was a particularly bad one for malaria; while cases of dengue occurred for the first time; 1888 was another bad

(Continued on Page 14)

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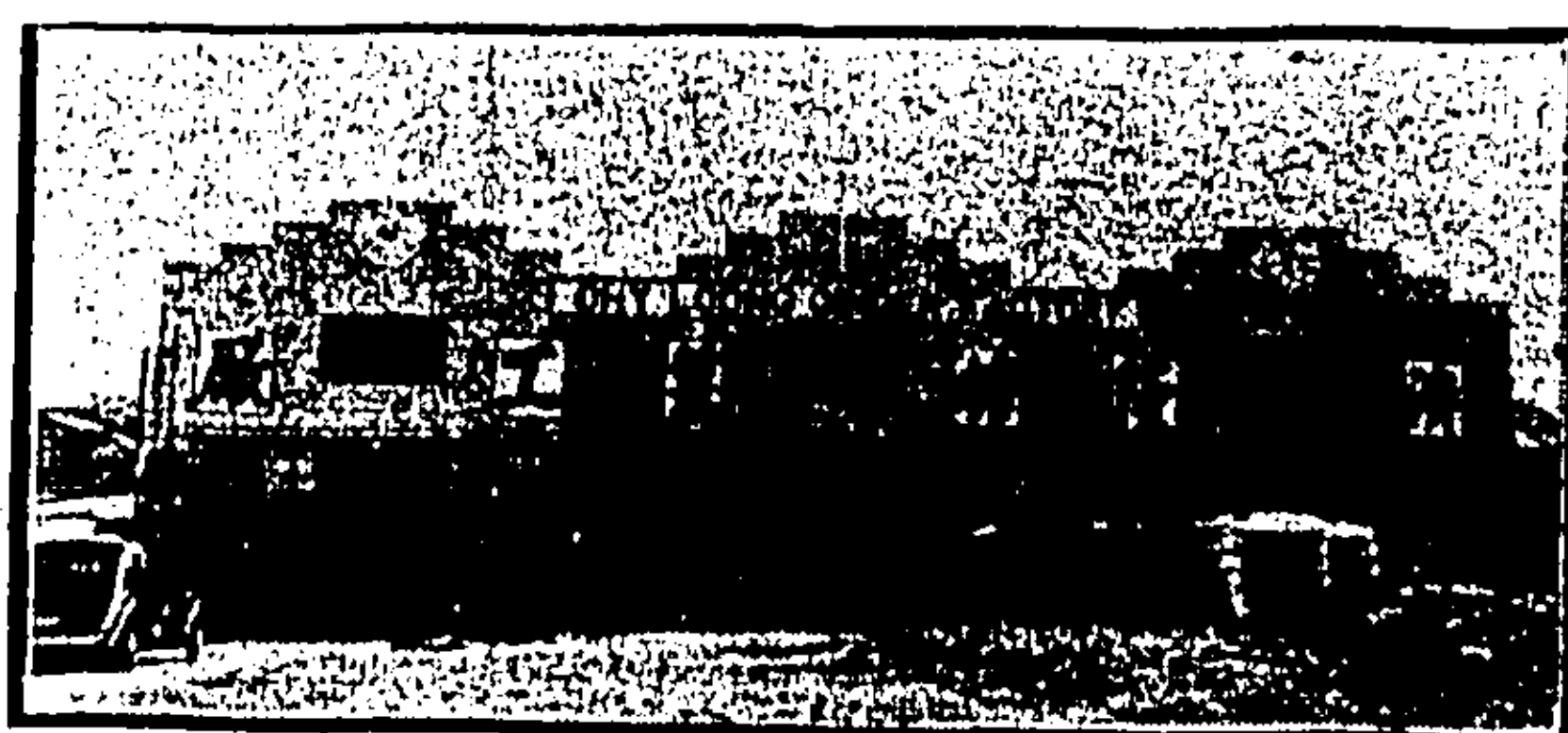
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THE OLD WAY



THE NEW WAY



VARIOUS PACKINGS



THE LABORATORY

1841

1941

Edicts Against Opium Evil

(Continued from Page 12)

year, smallpox being rampant and 99 cases were admitted to hospital. Eventually sanitary experts had to be sent out from Home, but that was not until 1901 and is anticipating the chronological record of events.

Finally, a few "headlines" to round out the picture of the years from 1866 to 1891:—

St. Paul's College (Church of England) closed for lack of funds (1867); Volunteer Fire Brigade established (1868); proportion of unofficial to official members in the Legislative Council increased from 3-7 to 4-6 (1869); H. E. the Governor opposed suggestion by His Majesty's Minister at Peking that a Chinese Consul should reside in Hong Kong (1870); Victoria Recreation Club amalgamated boat club, gymnasium and swimming bath (1872); Horticultural Society began to hold annual flower and vegetable shows (1873); China Merchants S. N. Co. established (1874); under French protection Hanoi and Haiphong opened for trade (1875); Po Leung Kuk established by Chinese to prevent kidnapping of girls and ill treatment of domestic servant girls (1878); speculation in land and house property in 1881 was followed by numerous bankruptcies in 1882; Bello's scholarships established (1883); strikes of butchers, cargo-boat people and coolies (1884);

Big Loan

loan of £200,000 at 4½% raised by issue of debentures, money to be used for public works (1886); Alice Memorial Hospital (London Missionary Society) for Chinese opened (1887); Sanitary Board reconstituted under a public health ordinance and Colonial Surgeon made president (1888); Queen's College, begun in 1884, completed, providing accommodation at first for 924 students. (1889); total of 33.11 inches of rain (16.16 in seven hours) fell in May, 1889, doing great damage; financial depression following fluctuation in exchange and speculation, chiefly in trading and mining ventures outside the Colony (1891).

A few statistics will complete the picture of steady growth during this 25-year period:—

	1886	1891
Shipping entered/cleared (tons) ..	1,891,281	10,279,043
Revenue ..	\$769,077	\$2,025,303
Expenditure ..	\$936,955	\$2,449,086
Non-Chinese population ..	3,616	10,494
Chinese population ..	111,482	214,320
Total population ..	115,098	224,814

Third Quarter

The third quarter of the century (1891 to 1916) opens with further extensions to the New Territories and ends with the Colony of Hong Kong playing its small but useful part in the common war effort against the Germans, who, at that time called their "Fuehrer" the Kaiser. As far as Hong Kong itself is concerned, life for residents during this period must have seemed to consist largely of epidemics, typhoons, piracies and business depressions brought on by wars and other disturbances both in the Far East and eventually at Home.

The year 1898 was an important one for the Colony, as a result of three agreements concluded that year by Britain with the Peking Government. In February, it was

agreed that "China will never alienate any territory in the provinces adjoining the Yangtze to any other Power" — under which somewhat negative statement Britain claimed the Yangtze valley as her particular sphere.

Taipo Ceremony

In June, 1898, under the Peking Convention, more territory was added to the Colony of Hong Kong and a month later this British possession in China was joined by another, Weihaiwei. Designated the "New Territories," the new area added to Hong Kong under a 99-year lease comprised Lantau and other islands in the neighbourhood (roughly, a total of 90 square miles) as well as territory on the mainland south of a line joining Deep Bay with Mirs Bay (270 square miles).

The "New Territories" were taken over the following April by the hoisting of the British flag at Taipo. But Peking agreements were not always in favour with those living further south in the country, and there was some opposition which culminated in an attack on the British troops by nearly 3,000 Chinese, who were

higher rates, but more civilised notions were beginning to prevail, both in the Colony and elsewhere, and while the solution of the problem even in 1941 is far from having been reached, yet the close of the 19th century did see the first steps being taken towards the suppression of opium-smuggling and opium-smoking.

The first edict recorded in China against opium goes back as far as 1729, the introduction of the habit, from Java and Formosa, having started in the previous century. By 1858, the poppy was in bloom in vast areas of China and the bulk of the opium smoked was grown in the country itself; after that year, imports of opium from India and from Japan-controlled Formosa showed a rapid increase, an increase that was not without its effect on the trade of Hong Kong.

Peking Edict

In 1906, an edict was issued from Peking directing that the growth, sale and consumption of opium should cease within the next 10 years. A year later, opium dens in Shanghai, Canton, Foochow and other large cities were closed

additional safeguards and restrictions were also imposed on morphine and compounds of opium and cocaine. By the beginning of March, 1910, all opium divans in the Colony had been officially closed. A grant was made by the Home Government to offset the loss in revenue.

Under the "Importation of Opium" agreement signed in Peking on May 8, 1911, by Britain and China, no Indian opium was to be imported into China unless it was accompanied by an Indian Government certificate showing that it was being exported from India for consumption in China. On January 1, 1912, the import of Persian opium was prohibited.

Opium Farm

The need, at least during the early period, for Home assistance to offset losses in revenue may be gathered from the opium-farm lease figures during this time.

In 1892, the opium farm was let for three years at \$340,000 a year; in 1895, for three years at \$296,000 a year; 1898, three years at \$372,000 a year; 1901, three years at \$750,000 a year; 1904, three years at \$2,200,000 a year (reduced in November to \$2,040,000 a year); 1907, for three years at \$1,452,000 a year; and 1910, three years at \$1,183,200 a year.

When all opium divans were closed down in 1910, the British Government made the Colony a grant of £9,000 for 1910 on account of the loss of revenue, and followed this by a grant of £12,000 for the year 1911-12 for the same reason. By 1911, the Indian opium trade was at an absolute standstill and in accordance with the agreement with China, no further imports were permissible until existing stocks had been exhausted.

Markets Paralysed

While all these negotiations over opium were going on, wars—civil and foreign—"incidents," typhoons, strikes and boycotts were also playing their part in the life of the Colony.

The year 1894 saw the outbreak of the China/Japan war, which arose over Korea, and for a time all Chinese markets were partially paralysed, as can be imagined. Peace was signed the following year, and things began to pick up again.

When the Boxer rebellion broke out in 1900, Hong Kong served as a British base, while the outbreak of the Russo-Japanese war in 1904 brought a great influx of colliers, etc. to the Colony and at the same time resulted in a great decrease of foreign shipping using the port. Speculation among the Chinese that year caused them heavy losses.

The proximity of the Russian fleet during April and May to Hong Kong, coupled with the sinking of the British ships Oldhamia in May and the St. Kilda in June, caused a considerable commotion to arise in the Colony over the duties and rights of neutrals. By the time peace was restored in September, however, shipping had begun to return to normal levels.

In 1908, the Cantonese enforced a boycott on Japanese goods and this eventually resulted in a riot in the main part of Victoria city in November that year. There was more rioting in the Colony exactly three years later, a consequence of the revolutionary movement then spreading throughout China.

Kwangtung province declared its independence in 1913 and the sound of war could be heard in

(Continued on Page 16)



Yachting in this garb would cause Kellott Island to wince these days. Photo shows some of Hong Kong's residents of 1890, including on the extreme left, Sir Patrick Manson, founder of Dair Farm. Others in the picture are Mrs. Bunbury (next mast), George Potts (at her side) C. A. Tomes and Lady Manson, standing beside her husband.

possibly egged on by some "person or persons (almost) unknown." While all this was being straightened out, our troops occupied Shumchun City, just beyond the new boundary line, and held it in their possession from May 10th to November 13th.

Things were then quiet along the border for some years. In 1912, military posts along the frontier had been withdrawn and the disturbed condition prevailing in the adjoining Chinese territory resulted in some serious raids being made into British territory.

Indian troops were promptly sent to the frontier, and the trouble soon died down, the troops being withdrawn after some five months.

The "New Territories" comes into the news of this period once more before the end of the quarter-century when a tiger—since become almost legendary—was killed. One European and two Indian constables died from their wounds.

The opium farm continued to add quite appreciably to the Colony's revenue, commanding ever

and instructions were received from the British Government in 1908 that all opium divans in Hong Kong should follow suit.

Anti-opium measures were not enforced uniformly throughout the country, however, provincial authorities in many cases failing to support the central government's anti-opium drive; whereas in Yunnan the cooperation was wholehearted, in Kwelchow, for instance, there was great supineness in dealing with the problem.

On the initiative of the United States, an international opium conference opened in Shanghai in February, 1909, and, although no far-reaching measures could be suggested or agreed upon, a number of proposals tending to a restriction of the opium trade were adopted, including the closing down of divans in foreign areas.

Divans Closed

In Hong Kong, 20 opium divans were closed down and the Opium Ordinances were amended and consolidated in accordance with the resolutions of the conference;

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1841



1941

Bubonic Plague Appears

(Continued from Page 14)

Hong Kong as Lung Chai-kwong advanced from Kwangsi to restore the central government's authority.

The last year of the quarter-century, 1916, saw few signs of any settlement of the political storms raging in China, on the outskirts of the Colony. Hopes were high when rival factions met at Hoi Chu, Canton, to discuss ways and means of preserving peace in the province of Kwangtung, but, unfortunately, the "peace conference" ended in bloodshed.

Political unrest continued to prevail in the province, the climax being reached when large-scale attacks were launched on Canton from the north and west. All business in Canton was suspended and the hospitals were filled with the wounded, while hundreds lost their lives.

Among the smaller strikes and boycotts of the period was the boycott of the Lower Level Tramways, which refused to accept Chinese subsidiary coins. A boycott was declared in November, 1912, but came to an end the following February.

Canton Disaster

But, despite its own internal troubles and strife, Hong Kong was able to come to the assistance of Canton when floods in the West River caused great loss of life and property in 1914. The Legislative Council voted a sum of \$50,000 for relief and a committee was appointed to raise an even greater public subscription for the same humanitarian purpose.

Another \$50,000, apart from local subscriptions, was donated by the Hong Kong Government the following year, when more disaster was spread through Kwangtung through the flooding of the West River, followed by a terrible fire in Canton itself. It is estimated that over 10,000 people lost their lives; others lost their homes and everything they had.

Hong Kong was not without its own "natural disasters" during this period—typhoons and plague taking pride of place. During November, 1900, a violent typhoon struck the Colony, and in the short space of three hours over 200 people lost their lives and H.M.S. Sandpiper, 10 launches and over 100 junks went down.

1906 Typhoon

The next very severe typhoon was recorded in August, 1906, when the death toll included 15 Europeans (including a Protestant Bishop) and over 10,000 Chinese. In addition, 2,413 Chinese craft were lost and over 140 European ships and launches either foundered or were badly damaged.

In 1908, there was another disastrous typhoon, almost coinciding with the unveiling of an obelisk in Kowloon to the memory of French sailors drowned in the 1906 typhoon. More severe typhoons, with loss of life and property, were recorded in October, 1909 and August, 1913.

Bubonic plague appeared for the first time in 1894, reaching its height in May and July, when no less than 100,000 people evacuated the Colony and trade received a great, though temporary, blow. There was a second outbreak two years later, eight Europeans succumbing, but trade was not dislocated to quite such a large extent.

A commission was appointed to enquire into insanitary housing conditions, and when a third epidemic of bubonic plague, bigger than any since 1894, broke out in

1901 the Secretary of State received a petition from Hong Kong asking that sanitary experts be sent out to the Colony to investigate conditions.

A report on the sanitation of the Colony was presented the following year by Mr. O. Chadwick and Professor Simpson, and by 1910 plague cases had dropped to only 25, the lowest since 1897.

This year, 1910, saw a resurgence of pirate activity, and for some years the Hong Kong, Canton and Macao authorities had their hands full trying to cope with the situation.

Pirate Activity

Portuguese troops and gunboats engaged in a skirmish with pirates on Colowan Island in 1910 and although many of the pirates managed to get away some were afterwards captured on Cheng Chau Island. This was followed two years later by an attack by pirates on Cheng Chau police station as a result of which three Indian constables lost their lives.

A joint expedition that year by the Portuguese and Chinese in an attempt to wipe out a pirates' nest on Wong Kam Island, near Macao, was unsuccessful and many more pirates occurred in the Canton River delta throughout the following year, among the most notable being the ransacking of the s.s. Tai On.

The pirates apparently were emboldened by this feat and in March, 1914, the Childar and the Shingtai were pirated and a month later the Tai On was pirated again, being set on fire and burnt out near Kio. A really intensive anti-piracy campaign was put into force, and many of the pirates were subsequently tried and executed in Canton. There was almost peace and quietness on the "pirate front" for the next few years.

Penny Post

Among the more peaceful manifestations of the growth of Hong Kong were the introduction of the penny post, in 1898, with its extension to British agencies in China four years later, and the continued progress in the field of public works.

Thus, an additional 4,400,000 gallons of water were impounded in 1895 at Pokfulam while in Kowloon an original waterworks supplying 250,000 gallons a day from three wells north of Yau-mati was opened. In 1897, Tylam dam was raised to impound an additional 94,670,000 gallons, the total storage capacity then amounting to 477,400,000 gallons; the total population, Chinese and foreign, of the Colony at this time was 248,710.

Two years later, the completion of the Wongneichong reservoir, holding 33,994,000 gallons, brought the total capacity of storage reservoirs to 511,394,000 gallons, but even so there was a serious shortage in the spring of 1902 and water had to be brought in lighters from Tsunwan.

Water Needs

Activity continued for many years around Tylam and Tylam Tuk in an effort to meet the Colony's water needs. Thus, in 1904, the total storage capacity was increased to 537,695,000 gallons as a result of a byewash reservoir at Tylam which added 26,301,000. The first section of Tylam Tuk waterworks was practically completed in 1907, affording a further permanent storage of 195,914,000 gallons and of 210,370,000 with movable weir added.

A new service reservoir, of a capacity of 388,000 gallons, was added at West Point in 1908, and also an 8" rising main. The year 1910 saw the completion of the Kowloon waterworks gravitation scheme (begun in 1902) and the laying in Caine Road of a 12" main for conveying water from Tylam to the western district.

Important nullah and sewage works were being carried out simultaneously and further extensive water works were in progress during 1913, including a service reservoir and filter beds at Shauiwan, the erection of a pumping station in Pokfulam Road and the construction of a new impounding reservoir at Tylam Tuk to hold 1,419,000,000 gallons. Work on this reservoir was still being continued up to the end of 1916.

This impressive picture of waterworks progress, with its steady increase of "noughts" at the end of figures recording the total number of gallons of water stored, should not, however, be allowed to overshadow equally important work in the field of communications with the outside world, an important factor in the growth of any major city.

The cable services were extended further when the Hong Kong-Labuan-Singapore line was opened for traffic in May, 1894.

Kowloon Railway

In the field of land communications, unsuccessful negotiations were continued through 1904 in connection with the Chinese section of the Canton/Kowloon railway, while in the same year Hong Kong lent the Hukwang Viceroy £1,000,000 repayable in 10 annual instalments for the redemption of the Canton/Hankow railway concession.

The construction of the British section of the Canton/Kowloon railway was taken over by the construction staff in May, 1906, while a survey of the Chinese section was started in 1907; the latter was opened for through traffic in 1911. Traffic was not always exactly "through," however; for instance, in May, 1916, a train was attacked by robbers in Chinese territory and the subsequent casualty list was a shockingly high one.

Gas Lighting

In view of the war with Germany which is now waging in Europe, a brief description of Hong Kong's contribution in the early part of that "other war with the Hun" might well round off the general picture of Hong Kong's third quarter-century, but before dealing with that, a glimpse at some of the "front page" news items of the period may be given:—

Gas lighting introduced in Kowloon; Gap Rock lighthouse completed and connected to Hong Kong by cable; 10 public laundries opened in Wanchai (1892); school for girls on site of former Central School, with accommodation for just over 600, presented by Mr. E. R. Belillos and taken over by Government; Po Leung Kuk institution, formed in 1878, incorporated; Waglan lighthouse completed by Chinese Government (1893); new British dollar introduced (1895); area at Causeway Bay set aside as Queen's Recreation Ground (1897); Hong Kong Cotton Spinning, Weaving & Dyeing Co. started operating; Green Island Cement Co., of Macao, began to manufacture at Hok Un (near Kowloon) for local use and export (Canton authorities placed an embargo on limestone from Kwangtung for this company in

1912); one infantry, one engineer and two machine-gun companies added to the Volunteers (1899); output of granite from Shauiwan and Kowloon estimated at \$45,000 and \$80,000 respectively (1900); first public bath-house, 40 baths, opened in Wanchai (1903); a 9¼-mile electric tram route from Kennedy Town to Shauiwan opened (1904); Duke of Connaught, accompanied by the Duchess of Connaught and Princess Patricia of Connaught, visited the Colony; project to start a brewery made headway (1907); loss by depreciation of subsidiary currency, Government eventually withdrawing from circulation and demonetising \$780,000 of subsidiary silver coin and \$30,000 of bronze coin (1908); Government withdraw from circulation and demonetised \$5,272,012.25 (face value) of silver coins and \$255,446.79 (face value) of copper coins (1910); bomb factory seized at Taikoktsui (1913); China Coast Officers' strike ended, extra pay and a bonus being granted and the guild itself recognised; extensive dredging operations off Kowloon Point in connection with the erection of a new 655-foot pier by the Hong Kong & Kowloon Wharf and Godown Co., completed (1916).

Two institutions which have played an important part in the life of this Colony came into being during this period—the Hong Kong University and the Helena May Institute.

The story of the growth and development of the University is told elsewhere in this supplement but a few details may be added to this survey of the story of Hong Kong.

The University

In 1908, Mr. H. N. Mody offered to present the Colony with the buildings necessary for a University. A committee was formed to promote the undertaking and to collect the necessary endowment fund.

By the end of 1909, the endowment fund totalled \$533,496, with a further \$718,614 promised. On March 3, Sir F. Lugard, who was Governor of Hong Kong from 1910 to 1912, laid the foundation stone, the endowment fund standing at \$1,239,828, with a further \$96,460 promised, on December 31 that year.

The Helena May came into being a few years later, when Mr. Ellis Kadoorie offered Lady May, wife of His Excellency the Governor, \$15,000 towards the "Helena May Institute for Women." The building was opened in 1916.

War was declared by Britain on Germany at 11 p.m. on August 4, 1914. In Hong Kong, the Prince of Wales' National Relief Fund was opened and \$100,000 voted by the Legislative Council in October. The fall of Tsingtao on November 7 drew many rejoicings. Trade was naturally affected, the decline reaching 25 per cent. in November, the mulberry tree trade in particular collapsing entirely.

War Gifts

In 1915, a sum of £4,500 was sent home to the Overseas Club for the purchase of two aeroplanes for the British Government; one was presented by partners of the Tai Yau Bank and the other by general subscriptions raised among the local British and Chinese communities.

An open-air fete was held in the Public Gardens in October in aid of the British Red Cross Society and the Order of St. John of Jerusalem and a very large and colourful crowd attended.

(Continued on Page 18)

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1841



1941

Troublesome Twenties

(Continued from Page 16)

Woollen goods reached a very high price that year owing to the fact that Home spinners were busy on war contracts; the opportunity presented of disposing of stocks harboured in the Colony since 1911 was immediately taken.

Large profits were made in shipping, freights reaching very high rates—some said "fantastically high rates."

Sailors of the Royal Navy on service on the China station were entertained in March, 1916, by Hong Kong's ladies, who enjoyed themselves quite as much as the matelots did! A rousing war speech was given by H. E. the Governor, Sir Henry May, at the annual dinner of the Hong Kong Volunteer Corps Sergeants' Mess that same month.

Memorial services were held in St. John's Cathedral and the Union Church for Lord Kitchener and for those who were killed in the naval battle off Jutland, June 11 and 14.

"Our Day" held on October 19, 1916, on behalf of the Red Cross Funds—drew a total of \$41,000, while "Heather Day" in Hong Kong drew £1,582 in contributions on December 1.

Supplies of woollen goods in the Colony were short in 1916 as the Home mills were occupied in making Army cloth; prices were too high to permit of much business being done.

On account of the scarcity of tonnage, the abnormally high freight rates, and the disturbed conditions prevailing in South China, the consumption of petroleum and its products decreased by about 40 per cent. during 1916.

To round off the picture of Hong Kong's third quarter-century, the little table of statistics below probably help to tell the tale of steady, rapid growth:

	1891	1916
Shipping tonnage, entered and cleared	10,279,043	19,106,690
Revenue	\$2,025,303	\$13,833,387
Expenditure	\$2,449,086	\$11,079,915
Non-Chinese population	10,494	13,390*
Chinese population	214,320	514,620
Total population	224,814	528,010*

* Exclusive of Army and Navy.

Three Periods

THE final 25 years of Hong Kong's first century may perhaps, for purposes of convenience, be divided into three periods—the first, of three years, largely taken up with the last war and its effects; the second, 1920/1930, the immediate post-war period; and the third and final, 1930/1941, which brings us up to the present day and finds Hong Kong part of an Empire which is again at war with the Hun.

Except for its effect on general trading conditions, the war left Hong Kong comparatively quiet during its latter end, although there was great interest in the sale of the Deutsche-Asiatische Bank, Queen's Road Central, which was disposed of by auction and realised \$350,000.

"Armistice Day, 1918" was declared a public holiday, and Hong Kong celebrated the occasion in suitable fashion, even the trams blossoming out in unusual festive gear. A special meeting was called of the Legislative Council, thanksgiving services were held in all churches, and there were large meetings in both the Hong Kong Club and the Theatre Royal. A memorial service for those who had died on active service was held on December 29.

The metal market had been very profitable during the first half of

1918, but the news of the Armistice knocked the bottom out of it and a large number of orders were cancelled.

The end of the war was celebrated by a meeting in the City Hall on January 5, 1919, and after that the war was gradually relegated into the realm of things past and done with. The Hong Kong War Charities Committee wound up its affairs, and the Police Reserve and the Volunteers held their "last parade."

The year 1918 stood out in the memory of residents, however, not only because it brought the glad things of an Armistice but also because it was a year marked by several large crimes and some "natural disasters," including an earthquake.

Gresson Street

Late in January that year, Gresson Street resounded to the cracks of shots as the police and a gang of armed robbers fought it out. The casualties were heavy. Detective - Inspector O'Sullivan, Detective-Sergeant Clark, an Indian constable and a Chinese detective were shot dead; Sergeant Wills and one of the principal Chinese detectives were wounded; two robbers were killed and one shot himself. Two others escaped but were subsequently arrested.

In May, Sergeant Glendinning was killed when an Indian constable ran amok at Tai-O.

There were a number of other crimes, large and small during 1918 and 1919, but the next one to make the head-lines was when four prisoners made a break from Victoria Gaol, murdering Warden Speed and an Indian Warden before they left.

An Earthquake

"Natural disasters" began with a serious fire in the Cheungshan shipyards, when 500 people lost homes and property and were lucky to escape with their lives. Ten days later, on February 2, 1918, earthquake tremors shook Hong Kong; news from Swatow told of serious damage there, with a casualty list of over 800 people.

Barely two weeks later, a collapse of the matched stands at the Race Course resulted in a sudden outbreak of fire which spread rapidly. Over 600 bodies were recovered from the debris. Racing was abandoned for a while, and an exhaustive enquiry was opened.

The elements relaxed for a short while, then visited Hong Kong with a landslide in Morrison Hill Road. A 50-ton rock crashed down into some houses and six people were killed.

Meanwhile, on another element—the sea—Hong Kong was proceeding comfortably on the route to development and progress. On March 27, 1917, the "Autolycus" was launched by the Taikeo Dockyard and Engineering Co., Ltd., the largest ship built up to then in British Dominions overseas. Shipbuilding materials that year, however, were still entirely under Government control and it was difficult to obtain supplies.

War Vessel Launched

The following year, in August, 1917, Lady May, wife of His Excellency the Governor, launched the "War Drummer," which was constructed by the Hong Kong and Whampoa Dock Co. She was the first "standard ship" to be built in the Colony.

Public works, too, were proceeding apace. The second section of the Tytam Tuk scheme, which was started in 1912, was completed in October, 1917, and included a storage reservoir at

sea-level of 1,419,000,000 gallons, with a dam 1,255 feet long between extremes and with an extreme height from foundations to the roadway of 170 feet (161 feet to the crest of the overflow); it was built of cement concrete faced with granite. Additional equipment and machinery was also installed, including pumping machinery capable of raising 6,000,000 gallons a day to Tytam tunnel. The reservoir was formally opened by His Excellency the Governor the following February.

Important road extensions were carried out in 1918 and 1919, work in the latter year including improvements to the Pokfulam Road and the remaining two sections of the Island motor road, from Repulse Bay to Tytam Tuk and from Tytam Gap to Shauiwan; the completion of a 20-foot road from Tsunwan to Castle Peak, throwing open a circular route round the New Territories 57 miles long; and further improvements to the Taipo Road.

Mass Meeting

The year 1917 saw the formation of the "Hong Kong Constitutional Reform Association," inaugurated at a public meeting in the Theatre Royal, followed by another meeting in the City Hall in 1919. It unfortunately slowly fizzled out.

The next ten years saw a rapid growth of political consciousness among the peoples of China. It was a period of strikes and boycotts, skirmishes and battles, murders and counter-murders, of rape and robbery, culminating in the final wedding of the country—save for a few Quislings like Wang Ching-wei—in united resistance against Japanese aggression. For a time, too, feeling in China was high against both Britain and the United States, not without a considerable amount of justification in many cases; mistakes and errors were made on both sides, some of them very costly ones.

But this is not a history of China and her struggles as a nation, but that of Hong Kong and so only slight mention of these distressful times will be made where they apply to this Colony or affect it directly. The picture, therefore, may be a somewhat one-sided one at times—but it should be sufficient to remember that China has progressed a great deal since those days, which now seem as remote as the actual founding of the Colony of Hong Kong, and to-day China is proud to have the help and assistance that is being given her by America and the British Empire.

Period Of Strife

The period of strife opened quietly enough with a strike on March 3, 1920, by the Chinese engineers and fitters of the Hong Kong dockyards; this was followed by a strike of fitters of the Tram company a week later. Settlement was achieved on March 20. There were odd strikes of seamen and Peak chair-coolies during the next few years (including the famous one of 1922) but the real trouble began shortly after the death of Sun Yat-sen in Peking in March, 1925.

By June 12, the Nationalist Government was firmly established in Canton. Anti-foreign riots had broken out in May at Shanghai, in June at Chinkiang and Hankow. The agitation culminated in the unfortunate "May 30th" incident in Shanghai, when nine Chinese were killed and others injured during a demonstration outside Louza police station.

The Hong Kong Volunteers were mobilised on June 21 and

two days later a large and hostile demonstration was staged by a crowd of workmen, students and soldiers outside Shameen (the foreign settlement of Canton).

A boycott of British goods, and a general strike, were declared. An army of 2,000 pickets were recruited from among the strikers and a huge exodus of workers from Hong Kong to Canton took place temporarily.

This state of affairs lasted throughout the year, while the Kuomintang busied itself clearing up the mess of civil war and strife in Kwangtung province. On July 14, 1926, a party of British delegates left for Canton and negotiations for ending the boycott were started the very next day. On October 10, 1926, the Canton Government officially declared the boycott to be over.

There was a further disturbance in the Canton area in 1927, following an attempted coup by the Communists, and H.M.S. "Moorhen" had to evacuate 81 Europeans from the eastern suburb. This year, too, saw a boycott of passenger traffic on the ships of the Hong Kong, Canton and Macao Steamboat Co., on June 22, followed a week later by a strike among the employees of the China Navigation Co. The boycott was settled early in August, the strike in September.

The Cenotaph

Since then, labour disputes have tended to diminish and strikes to disappear, while the gradual coalescing of the country of China under Chiang Kai-shek made it possible, almost for the first time in history, for normal relations to begin to prevail between that country and the Western Powers. Meanwhile, what of purely local conditions and happenings in Hong Kong?

Although the war was gradually forgotten more and more as the years slipped by, those who had help pay for the final victory with their lives were not. In addition to the "Armistice Day" services and wreath-laying, a number of memorials were erected in the post-war years.

On March 16, 1920, the "Peace Celebrations Committee" decided on the erection of a cenotaph on a site in front of the Hong Kong Club (Statue Square); this decision was confirmed a few days later at a meeting of the "General Peace Celebrations Committee."

War Memorials

On January 29, 1921, the Hong Kong War Memorial Cross was unveiled by Sir Reginald Stubbs, the Governor, in an appropriate ceremony of remembrance.

In June, 1922, Mr. D. G. M. Bernard unveiled the Ewo War Memorial, while in 1923 the Colony's own War Memorial Cenotaph was unveiled.

Further memorials were the Canadian Pacific Memorial Tablet, unveiled by Sir Reginald Stubbs in January, 1924, and the unveiling of the Chinese and Indian War Memorials on May 6, and May 25, 1928, by the Governor and the Officer Administering the Government respectively.

Fires and other disasters continued to be provided by the elements, including a destructive fire at West Point in February, 1920, when 53 persons lost their lives and the damage was estimated at around \$1,500,000; a typhoon which struck the Colony in August, 1923, and did heavy damage ashore and afloat, including the sinking of Submarine L-19 and the s.s. "Loong Sang" in the harbour; the Hong Kong Hotel fire on New Year's Day, 1926, which

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Many Royal Visitors

(Continued from Page 18.)

had as a sequel a report some months later by the committee appointed to consider suggestions for the improvement of fire-fighting organisation in the Colony; and the King Edward Hotel fire of March, 1929.

Perhaps the biggest local problem of this period, however, was provided by pirates, who had apparently modernised both their ideas and their equipment and started holding up the smaller river and coastal steamers on a really large scale. Their record is worthy of being given in chronological order:—

1922:—Macao steamer "Sui An" pirated. A commission was appointed to enquire into this, and the officers were found negligent.

1923 Piracies

1923:—Steamer "Wang Ping" pirated on March 13; Shauiwan junk pirated, March 25; Chinese steamer "Kwok Man" pirated near Macao, May 5; China Merchants S. N. Co.'s "Tai Shun" pirated near Swatow, May 12; Chinese steamer "Sai Chow" pirated near Whampoa, May 25; Chinese steamer "Woo Fu" pirated on the West River, May 25; junk pirated in Chinese waters just outside Hong Kong, June 10; passenger junk pirated near San Mei, October 4; China Merchants S. N. Co.'s "Hsin Chang" pirated near Canton, October 8; Hong Kong steam launch "Tung On" pirated in Chinese waters, October 12; Chengchau ferry launch pirated, November 8; and s.s. "Kango" pirated near Hong Kong on December 5.

1924:—Steamship "Tai Lee" pirated, Captain Willox being murdered, January 20-21; further attempt at piracy on s.s. "Tai Lee," February 20; and piracy of the s.s. "Ningshin" near Wenchow, October 2.

1925:—Steamship "Hong Hua" pirated, January 15; s.s. "Tai-O" attacked, March 25; steamship "Kwok Ning" pirated, October 5.

1926:—Steamship "Ping On" pirated, March 15; s.s. "Hsin Kong," March 25; s.s. "Hsin Fung," October 1; s.s. "Hanoi," November 11; s.s. "Sunning"—one of the most famous—November 15; and s.s. "Wei Hoi," November 19.

1927:—Steamship "Wing Wo" pirated, January 5; s.s. "Seang Bee" pirated, January 27; s.s. "Hop Sang," March 21.

Naval Raid

This was followed by a naval raid on Bias Bay, on March 30, which kept the pirates quiet for a bit—but not for long!

On July 20, the Norwegian steamer "Solviken" was pirated; s.s. "Yatshing" was pirated on August 29; steam launch "Wo Fat Shing," in Hong Kong Harbour itself, October 12; and the s.s. "Irene," October 26.

1928:—Junk "Hon Cheung" pirated, March 9; s.s. "Hsin Wah" pirated, April 14; Asiatic Petroleum Company's motor boat pirated in New Territories' waters, May 1; s.s. "Teau" pirated, May 6; and on September 26, the piracy of the s.s. "Anking," another famous China Coast piracy.

1929:—Fishing junk pirated off Cheungchau Island, August 18; s.s. "Haiching" pirated, December 12.

1930:—Piracy of the s.s. "Helikon." It will be noted that the year 1923—when conditions on the mainland were very troubled—was the peak year for piracies and that for a few years after that the pirates were still fairly busy, only tending to drop off after 1928.

Shipping-men had other difficulties to contend with as well, however, thanks to typhoons,

rocks and other hazards of the deep. Thus in March, 1921, the s.s. "Hong Moh" was wrecked off the Lammocks. About 250 persons were saved thanks to prompt and efficient action by the C.N.C. s.s. "Shansi," H.M.S. "Carlisle" and H.M.S. "Foxglove."

The Marine Court found that the wreck of the "Hong Moh" was due to faulty navigation. The rescue work was praised highly, "especially Captain E. G. R. Evans, R.N."

Three vessels, in addition to Submarine L-19 and the s.s. "Loong Sang," were sunk in the 1923 typhoon, and many others were forced ashore, suffering varying degrees of damage.

And in 1929, although piracies dropped off, wrecks registered again. On January 16, the s.s. "Hsin Wah" was wrecked off Waglan lighthouse, and this was followed by the wreck of a Chinese emigrant ship, the s.s. "Lok Sun," off Samun Island.

Nevertheless, improvements and facilities in Hong Kong's communications, both by land and sea, progressed during the decade from 1920 to 1930.

Harbour Report

Sir Maurice Fitzmaurice arrived in November, 1920, to inspect and report on the development of Hong Kong Harbour, his visit coinciding with considerable extensions made by the Hong Kong and Whampoa Dock Co., Ltd., to the dockyards at Hunghom by the laying down of additional slipways, the extension of existing workshops and the provision of houses for the staff.

In July, 1926, the wireless station on the Pratas Island was opened, to soon prove its great value to shipping. A year later, the short-wave commercial radio service between Hong Kong and Manila was inaugurated (July 23, 1927), while the first trip by air from the Colony to Hong Kong occurred in December three years later.

The year 1929 saw the opening of the radio broadcasting studio at the Post Office by Mr. W. T. Southorn, the Officer Administering the Government.

In the early part of this decade, the Canton/Kowloon railway suffered once more from "hold-ups." Armed men stopped and robbed an express train to Canton in Chinese territory early in 1922, while the year 1923 saw two hold-ups near Canton, the first in February, when Chinese passengers were taken off and held for ransom, and the second in July.

A steady stream of prominent personalities who visited the Colony during this period perhaps gives some idea of its growing importance as the focal centre of British interests in the Far East.

"Renown" Tour

Biggest and most important of these was, of course, the visit to Hong Kong of the then Prince of Wales, on board H.M.S. "Renown." This was in April, 1922, and the Prince found a busy programme awaiting him in the Colony.

There was a presentation of addresses in a special programme, followed by a reception of ex-Service men, after which His Royal Highness relaxed and played polo. An official banquet, a fish procession and illuminations terminated the activities for April 6.

The following day, he inspected the Troops, attended the foundation-stone laying of St. Stephens' Girls' College, had a University degree conferred on him, attended a Masonic ceremony, a Royal Gymkhana, a Chinese banquet

and a Community Ball.

After visiting Kowloon on April 8, he left for Japan.

In 1920, H.R.H. the Crown Prince of Rumania arrived; in 1921, H.I.H. the Crown Prince of Japan passed through the Colony on a private visit en route for Europe; in 1922, of course, there was the Prince of Wales; in 1925, H.R.H. Prince George arrived in Hong Kong; in 1926, T.R.G. the Crown Prince and Princess of Sweden visited the Colony.

In addition, there were visits by the Governor of Macao; Sir Arthur Yapp, who came here in connection with the European Y.M.C.A., Kowloon, in 1926; the Bishop of London, also in 1926; Rear-Admiral Stolz, new Commander-in-Chief of the French Naval Forces in Asiatic Waters, in 1927; Sir Miles Lampson, British Minister to Peking, in 1928; H.E. the Governor to Canton, in 1928; another official visit, this time by the Governor-General of the Philippine Islands, 1928; Marshal Li Tsai Sum, 1928; and many others.

Steady progress was made in the field of education, the newly-appointed Board of Education holding its first meeting early in 1920. The Government announced its intention that same year to contribute \$1,000,000 to the Hong Kong University endowment fund and to meet the University's existing indebtedness—which stood at about \$570,000—in accordance with the recommendations of the H.K.U. Commission.

Benefactions

The year 1928 was a year of substantial gifts in the educational sphere of the Colony's life. On February 2, Mr. Kwok Siu Lau presented the Hong Kong University School of Chinese with \$80,000, and in September Mr. Woo Hay Tong's scholarships to Hong Kong schools amounted to no less than \$100,000.

The position of children, particularly *mui-tsais* also came in for a good deal of consideration. Early in 1921, a commission of enquiry into child labour was appointed by the Governor, its recommendations being published towards the end of the year.

A scheme for the abolition of *mui-tsai* was announced in the House of Commons in March, 1922, and the "Mui-Tsai Bill" was introduced into the Hong Kong Legislative Council in December.

Child Labour

The ordinance covering the industrial employment of children, based on the recommendations of the 1921 commission, came into force early in 1923, the *Mui-Tsai* Abolition Bill being passed by the Legislative Council shortly afterwards.

Finally, 1930 saw the holding of the inaugural meeting of the Hong Kong Society for the Protection of Children and the arrival of the League of Nations' Commission of Enquiry into the traffic in women and children.

A few items of "headline news" and "famous firsts" will round out the general panorama of this decade:—

New University Medical Schools opened, 1919; committees appointed to consider the development of the Colony's economic resources and the question of the protection of life and property during typhoons, Kowloon Residents' Association formed; Aero Club of Hong Kong formed, 1920; Banque Industrielle de Chine suspended; first annual meeting of the S.P.C.A., 1921; British postal agencies in China closed, 1922; knighthood for Mr. Henry E. Pollock;

\$50,000 granted in aid of Kwangtung flood relief, 1924; Hong Kong's offer of £250,000 to Home Government towards cost of Singapore Base announced, 1925; investiture held in Government House by H.R.H. Prince George, 1926; Peninsula Hotel opened, 1928; Hong Kong & Shanghai Banking Corp. opens Kowloon sub-agency in Peninsula Hotel, 1929; first radio exhibition, 1929; Hong Kong Flying Club formed, 1929; Hong Kong Flying Club opened by Sir William Peel; official opening of the harbour pipe line by H.E. the Officer Administering the Government; visit of a Canadian Trade Mission, 1930.

Refreshers

The last 11 years of Hong Kong's first century will still be fresh in the minds of residents and so there is little need to do more than just touch on one or two of the leading episodes and events of the period as a "memory refresher!"

The year 1931, for instance, will be chiefly remembered for the outbreak of anti-Japanese riots, following the "Manchuria incident." Japanese shops and residents in the Colony were attacked and stoned, the most brutal incident occurring at Tsang Foo Villas when a mob of 1,000 stormed a Japanese home, murdered a man and a woman and severely injured five children, four of whom died subsequently.

The Police and the courts worked overtime, the former breaking up demonstrations and riots and arresting the ring-leaders, the latter handing out deterrent sentences by the score.

There was excitement of another nature at the end of the year, when a 7-foot leopard was shot at Shahtakok!

"Hullo, Canton! Hullo, Hong Kong!" were the messages exchanged between the two cities on September 1, 1931, when His Excellency the Governor formally opened the telephone link from the Colony to the City of Rams.

China At War

In January, 1932, the Rotary Club at Hong Kong embarked on its first philanthropic work by opening a new playground for children in the congested Wanchai district, "in the presence of a large gathering of the youth of the district," as a report of the time put it.

The outbreak of hostilities in Shanghai between the Chinese and Japanese caused a great deal of excitement in the Colony, but the rioting which had marked the "Manchurian Incident" was conspicuous by its absence.

On February 23, however, reports of a big Chinese victory in Shanghai caused tremendous excitement. The reports had it that the Japanese had been forced to re-embark on their warships and that a Japanese general had been killed. Hong Kong was subjected to an "intense bombardment" by firecrackers.

A. A. Beginnings

"The Anti-Aircraft Light Automatic Company" anticipates a real and urgent need—the need to guard against a menace that 25 years ago would have seemed as fantastic as it seemed 40 years before then, when Tennyson fore-visualised the nation's aerial navies grappling in the central blue," said Mr. Champkin in a Rotary Club address in March, 1932.

Hong Kong lost its City Hall in 1932, when Government sold part of the site to the Hong Kong & Shanghai Bank and converted part

Continued on Page 80.)

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1841



1941

Centenary Messages

Sir Atholl MacGregor

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ATHOLL MACGREGOR.

The Hon. Mr.
M. K. Lo

AS the oldest newspaper in Hong Kong the "China Mail" can justly claim an association with the Colony longer in time, and richer in historicity, than any of its contemporaries. Indeed, founded in 1845, its records cover a period practically coterminous with the Colony's history.

I feel sure, therefore, that the "China Mail" Centenary Supplement will be a most interesting survey and record of the wonderful progress which, thanks to Sino-British cooperation, the Colony has made during the last century. As one rather striking pointer of that progress, I may mention that even as recent as the beginning of the century, the revenue of the Colony was under two and three-quarter million dollars, as compared with the Colony's estimated revenue for the financial year 1941-42 of nearly fifty-five million!

But, as we turn our thoughts to the Colony's Centenary, I venture to suggest that, rather than being too complacent with the Colony's achievements in the past, we should concentrate on what we should do in the discharge of our duty to the present, and to posterity. Our actions will form part of the future history of the Colony.

Can we be content with the prevalence of squalor and abject poverty of the masses; of slums; of lack, or inadequacy, of social services, such as hospitals, sanatoriums, workmen compensation, industrial insurance; etc? Above all, in the midst of the Democracies' life struggles to determine the future and fate of civilisation, are we quite satisfied that we have each of us made our maximum contribution to the cause of Britain and China? By our actions, which constitute the joint effort of the Colony, are we sure that historians of the future will have no ground for expressing disappointment with the part taken by Hong Kong in these critical days?

In reviewing the history of the Colony perhaps one of the most remarkable facts on which we can rejoice is that freedom of thought, and freedom of expression of opinion, which, having been so ruthlessly suppressed in so many parts of the world, still exist in Hong Kong. The power of a free and well-informed press in guiding public opinion and rousing public conscience is indeed great.

The "China Mail", as the revered pioneer newspaper of the Colony, has always taken an important role in stimulating public opinion, and I wish it continued success.

M. K. Lo.

Have We Done All We Could?

TO-DAY Hong Kong attains its Centenary. When half of the world is being battered by guns and bombs and the other half is living under the shadow of the sword, this is no time for celebration, and much less for rejoicing. But at this important milestone, we may be permitted to look back on the long road that has been traversed, and to gaze forward on the longer road ahead of us.

In the one hundred years that have passed, Hong Kong, from being a sparsely-inhabited rock, has reached its present commanding position as a commercial, shipping, distributing and financial port, and is also rapidly becoming an important industrial centre. Its remarkable progress is the fruit of the combined enterprise and the genius of the British and the Chinese. Never before has that collaboration been more necessary than it is to-day, for upon it will depend not only the future of Hong Kong itself but also the welfare of these two great nations. Hong Kong is a small place, nevertheless, the English and the Chinese here have their part, and an important part, to play in their countries' fight against aggression and in upholding the standard of freedom and justice. Let us, the Chinese residents in Hong Kong, ask ourselves whether, in this hour of their dire need, we have done all we could for our country, and for the country which has given us here one hundred years of security and peace. Let us also ask ourselves whether we have done enough to relieve or minimise the sufferings of our compatriots in China and of our friends in England, who daily, and every hour of the day, are facing unprecedented perils with such heroic fortitude. I fear that our conscience will tell us that we have fallen short of what is an imperative duty. Let us, then, hearken to this call of duty, and discharge it, to the limit of our capacity, to Hong Kong, to China and to Britain. In this way we may make a real contribution to the prodigious and determined efforts of the United States of America, Britain and China to stamp out for ever terrorism, aggression and tyranny, and to restore to mankind the blessings of peace and ordered liberty.

On behalf of the Chinese community I tender to the Government of Hong Kong our best wishes for the future of the Colony, and our assurance of loyalty and continued cooperation in all activities conducing to its well-being.

R. H. KOTEWALL.

The Attorney
General

I AM GLAD TO HAVE THE OPPORTUNITY OF BEING PRESENT IN THE COLONY AT THE TIME OF ITS CENTENARY HAVING, AS ONE OF ITS OLDEST RESIDENTS, KNOWN IT AND SEEN ITS DEVELOPMENT FOR MORE THAN HALF OF THAT PERIOD.

MY MEMORIES OF IT EXTEND BACK AS FAR AS 1886 WHEN I ARRIVED, AT THE AGE OF SIX, BY COASTAL STEAMER FROM SHANGHAI. IF I MAY PRAY IN AID THE TRANSMITTED MEMORIES OF MY FATHER AND GRANDFATHER, WHO ARRIVED FROM ENGLAND AND AMERICA RESPECTIVELY BY SAILING SHIPS IN 1855 AND 1843 THOSE MEMORIES COVER VERY NEARLY THE WHOLE PERIOD OF ITS GROWTH, DUE LARGELY TO THE ENTERPRISE AND CO-OPERATION OF THE PEOPLES OF ALL RACES AND CREEDS WHO HAVE SETTLED OR SOJOURNED IN IT DURING THE PAST CENTURY. LONG MAY SUCH ENTERPRISE AND CO-OPERATION PERSIST.

CHALONER GRENVILLE ALABASTER.

Bishop Valtorta

THE progress of Hong Kong during the past hundred years is a credit to those responsible for it and a triumph of inter-racial cooperation. May we hope that the social progress of the years that are to come will be as great as the material progress of the past, and that in its care for the poor and the afflicted Hong Kong will win a reputation equal to that gained by its trade and commerce.

HENRY VALTORTA.

Sir Shouson Chow

ON the occasion of Hong Kong's Centenary I have been asked to give a short message to the people of the Colony, a task which I undertake with the greatest possible pleasure, for not only am I one of the oldest residents, but Hong Kong is my birthplace, and I have watched its growth and development with profound admiration.

A century of sound administration, enterprise and hard work has converted this once barren island into one of the greatest shipping and commercial centres of the Far East. It is not unfitting that on an occasion like this we should pay tribute to those of our ancestors and others who have made Hong Kong what it is to-day.

Hong Kong has a bright future before her, and it is our duty to strive for her further development and prosperity. May we, therefore, look ahead with confidence in the future, and faith in ourselves.

SHOUSON CHOW.

Mr. E. Cock

During the twenty years I have lived in Hong Kong I have witnessed many changes and always I have been impressed by what has been done by the proper co-operation of the British and the Chinese.

In my own business affairs, I have grown to know and to esteem a large number of Chinese technicians and craftsmen, to admire their skill, their endurance and their independence.

These are some of the things for the exercise or preservation of which our Countries are engaged in terrible struggles.

May what is right be preserved, prosper and increase in the centuries to come.

E. COCK.

Hon. Mr. R. A. C.
North

FOR A HUNDRED YEARS HONG KONG HAS BEEN A MEETING PLACE FOR TWO GREAT AND ANCIENT CIVILISATIONS. DURING THAT PERIOD THEIR CONTACT HAS SERVED TO SPREAD KNOWLEDGE WHICH, IF RIGHTLY USED, CAN ADD IMMENSELY TO THE WELFARE AND PROSPERITY OF ALL NATIONS.

IS IT TOO MUCH TO HOPE THAT THE COMING CENTURY WILL SEE EAST AND WEST COMBINE TO DISCOVER AND TO TEACH ONE ANOTHER HOW THAT KNOWLEDGE CAN BEST ATTAIN ITS PROPER PURPOSE?

R. A. C. NORTH.

Hon. Mr. T. N. Chau

THE phenomenal rise of Hong Kong within a hundred years from a sparsely-inhabited island to a world port of the first importance with a huge population, is a striking monument to the close cooperation between the British and Chinese peoples during this period. This cooperative spirit, so evident in the past, is doubly necessary at present when both these peoples, believing in orderly progress and freedom to fulfil their destinies, are each engaged in a grim struggle against ruthless aggression. I strongly advocate ever-increasing cooperation not only along materialistic lines but also in the whole-hearted development of our educational, cultural and social services to alleviate the deplorable lot of the masses in our midst.

T. N. CHAU.

Sir Vandeleur
Grayburn

WE OWE IT TO THOSE WHOSE FORESIGHT FIRST SAW THE POSSIBILITIES OF HONG KONG AND ITS IMPORTANCE TO THE BRITISH EMPIRE TO SEE THAT THEIR GOOD WORK IS CARRIED ON THROUGH THE COMING YEARS. ONLY BY THE CONCERTED EFFORTS OF ALL SECTIONS OF THE COMMUNITY CAN THE NEXT HUNDRED YEARS SHOW GREATER PROGRESS.

V. M. GRAYBURN.

Hon. Mr. Li Shu-fan

It has been said that one reason why Hong Kong was readily ceded to Great Britain was because the Empress Dowager of China thought it was an insignificant island, no bigger than a fly's head in the vast map of China.

From this 'insignificant island' there soon emerged two of the world's greatest men — one a teacher, a great benefactor of mankind, universally known as the Father of Tropical Medicine, the immortal Sir Patrick Manson. The other his pupil, emancipator of one-fifth of mankind, one of the greatest champions for the cause of Democracy, and Founder of the Chinese Republic, the deathless Dr. Sun Yat-sen.

Since the dawn of this era in East Asia, Hong Kong has shed forth its light as the great beacon of Western learning and British culture.

From this acorn in the vast map of China has sprung up a sturdy oak, a stronghold of goodwill, a haven in many a blinding storm. After a century of its edifying influence, China has progressed a thousand years.

LI SHU-FAN.



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"The Connoisseur Comes to Caldbeck's"

1841



1941

From Pages Of The Past

Records of hotels go as far back as 1841. The majority were more or less "glorified public houses." The first to open its doors in 1841 was the Lane's Hotel, which remained in operation until 1843. Similar establishments appeared and faded out one after the other, and it was not until 43 years after the occupation of Hong Kong a real attempt was made to run a hotel proper with the opening of the Waterloo Hotel, under the management of a Mr. Lopes.

In the same year the Commercial Hotel was opened by a Mr. Maclehoose. The now well-known Hong Kong Hotel was, however, well-established in a class of its own, at about the same period.

Following on the heels of a Grand Hotel came the Astor House, now St. Francis, and the Carlton, located in Ice House Street, now occupied by the Japanese Matsubara Hotel.

At the top of Wyndham Street was the Wyndham, which ended its career in 1926. The King Edward Hotel, was destroyed by fire in March 1929, on the site of the present Chung Tin Building.

The First J. P.s

The original list of unofficial Justices of the Peace, appointed on June 29, 1843, was as follows:—

A. Jardine, S. Matheson, W. Morgan, W. Stewart, G. Braine, J. Dent, F. C. Drummond, D. L. Burn, W. Le Geyt, P. Dudgeon, T. W. L. Mackean, H. Dundas, C. Kerr, J. F. Edger, A. Fletcher, J. A. Gibb, W. P. Livingston, W. Gray, H. R. Parker, J. Holliday, J. Wise, J. A. Mercer, P. Stewart, J. White, A. Wilkinson and J. M. Smith.

The Land Office which is now in charge of Mr. T. S. Whyte-Smith, is the oldest Government institution. It functioned immediately after the occupation. In June, 1841, five months after the landing, 110 lots were auctioned, under proclamation issued by Captain Elliot.

Hon. Mr. S. H. Dodwell

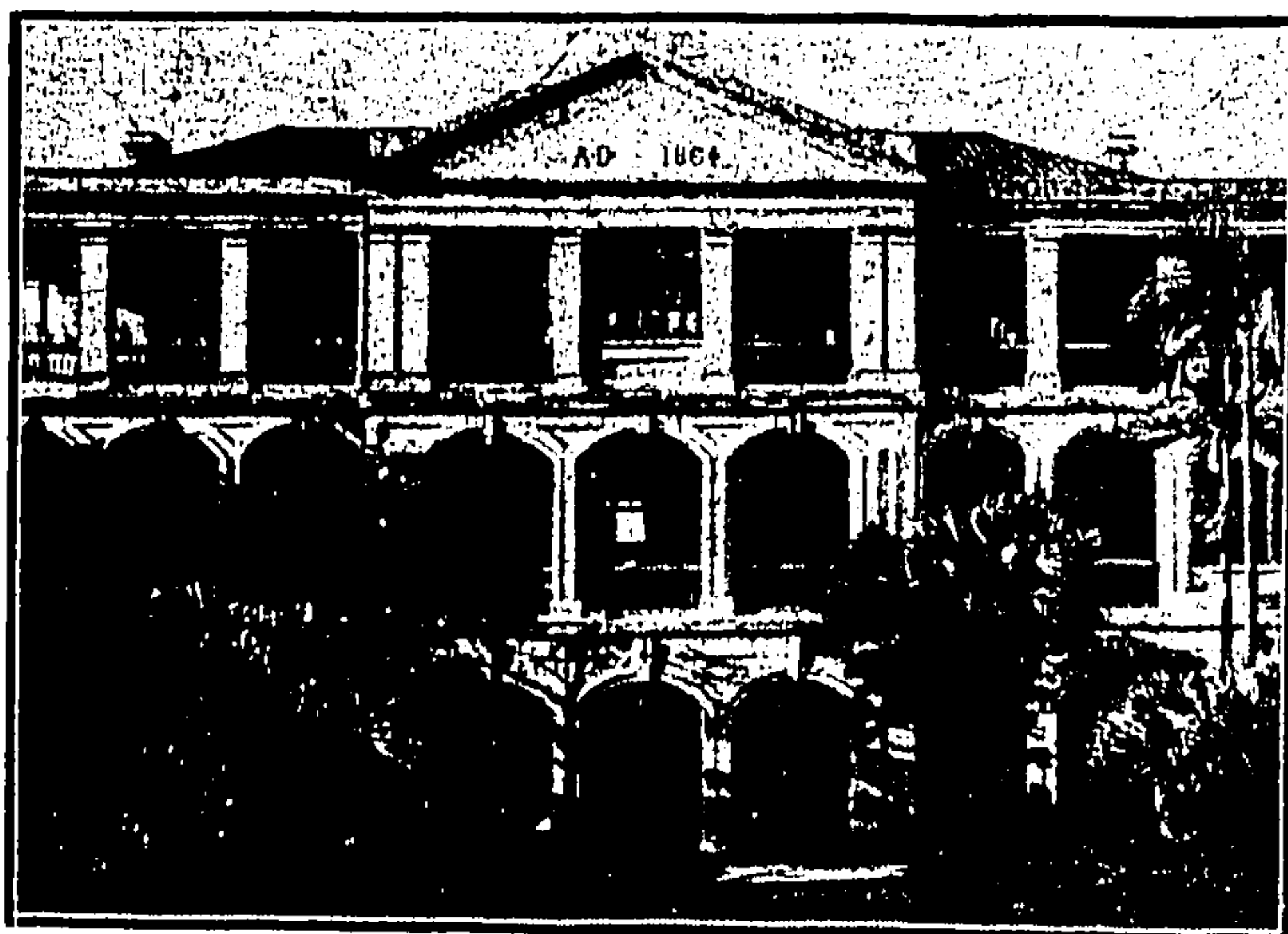
THERE is no better way of celebrating the Colony's Centenary than by a fresh drive to bring our Bomber Fund and B.W.O.F. Fund nearer the level to which they should be in view of the Colony's extremely light war taxation.

I estimate from practical experience of Home taxation that if the local partnerships, companies and corporations operating here under the British flag were to divide between the Bomber and B.W.O.F. Funds the difference between the amount they paid in local taxation last year and the amount they would have had to pay had they been subject to Home taxation, both these war funds would be at least ten times as large as they are.

It is just as vital to the interests of this Colony that we win the war as it is to the Mother Country.

We feared that a higher tax than 10% would drive capital away from the Colony. It does not appear to have done so. Therefore, should we not voluntarily bring our contribution towards the stupendous cost of prosecuting the war, at any rate nearer to that of the people at Home, more particularly as the British Government's permission to allow us to remain partially outside the sterling bloc has been of incalculable assistance to our entrepot trade?

S. H. DODWELL.



Hong Kong's oldest police station, No. 7 in the Western District.

The Colony's first mosque was built in 1843 at the bottom end of the present Shelly Street.

Hong Kong's first industry consisted of brick making. In West Point, the brick making establishment was started in 1841 and its products went into the first buildings erected in Hong Kong.

First In The Field

Among the first to purchase land were Jardine, Matheson and Co., Heerjebhoy Rustomjee, John Dent and Co., MacVicar and Co., Gemmel and Co., John Smith, D. Rustomjee, Gribble, Hughes and Co., Hooker and Lane, Holliday and Co., F. Leighton and Co., Innes, Fletcher and Co., Jamieson and How, Fox, Rawson & Co., Turner & Co., Robert Webster, R. Gulley, Charles Hart, Captain Larkins, P. F. Robertson, Capt. William Morgan, Dirom and Co., Pestonjee Cowasjee Framjee Jamsetjee, and Henry Pybus.

The first Post Office was located near the present St. John's Cathedral, later moved to the site now occupied by the China Building.

The first Land Office was located near St. John's Cathedral.

Hong Kong's first church was a matshed and was called the Matshed Church. It was, however, the forerunner of the Cathedral and was located in the north-east corner of the present Murray Parade Ground.

Cemeteries were removed to Happy Valley in 1845.

The first Government House was erected in the present Botanical Gardens. The present Government House was completed in 1856.

Flagstaff House, formerly known as Headquarters House, is on the same site where the first residence of the Officer Commanding the Troops was erected in 1844.

The name Victoria was applied to the city area in December 1843.

The Anglo-Chinese College for training Chinese Ministers was established in Hong Kong on September 30, 1844 by the London Mission.

St. Peter's Church was opened on January 14, 1872. On November 30, the same year, the Tung Wah Hospital and St. Joseph's Church were also opened.

Unsuccessful attempts to form a brokers' association were made in 1872.

The first issue of \$1 banknotes by the Hong Kong and Shanghai Banking Corporation took place in October, 1872.

Horticulture

The Horticultural Society was formed on February 13, 1873, for the purpose of holding annual exhibitions of flowers and vegetables.

Introduction of a Puisne Judge to the Supreme Court for summary jurisdiction was made in 1873.

The first cattle depot, with accommodation for 120 head, was constructed at Kennedy Town in 1877.

The Hong Kong, Canton and Macao Steamboat Company, was established on October 19, 1865, with a capital of \$750,000.

Licensed gaming houses were allowed in 1867 when 11 such establishments were registered.

Police Schools were opened in the Colony in 1869.

First cable connection between Hong Kong and Amoy and Shanghai were established by the Great Northern Company, in 1870.

CENTENARY MESSAGES

Mr. L. Kadoorie

I HAVE always regarded the Colony of Hong Kong as a conveniently situated "clearing house" at the Gateway of China.

Trade is the reason for its existence; all nationalities have and can benefit equally from the facilities and amenities offered.

In the comparatively short period of 100 years, Hong Kong has become the leading Free Port of the World, with shipping facilities pre-eminent throughout the Far East. Let us pause and contemplate with admiration those Pioneers to whose foresight and energy this great achievement is due.

Hong Kong's location; the freedom and confidence it connotes, combined with the very close relationship existing between the Colony and its neighbours, made possible the steady development of industries for the benefit of all.

The past policy of tolerance, unrestricted freedom, cooperation and mutual understanding, laid down in the historical proclamations of 1841, is the basis upon which the Colony's development has been built.

If this wise policy can be maintained, coming generations can look forward to the next hundred years with assurance.

LAWRENCE KADOORIE.

Colonel H. B. L. Dowbiggin

VOLUNTEERING like most things in this Colony has had its ups and downs. During the war of 1914-18, a very large number was serving in the Defence Force, but on the cessation of that war the majority did not join up in the reconstructed Corps and for some years the strength of this Corps was low—quite out of proportion to the number of men in the Colony.

I sincerely hope that there will not be a repetition of this state of affairs at the end of this war, but that as many as possible, of those of military age, will continue to serve. They might do so, if the Government would face the situation and provide adequate, more attractive and up-to-date headquarters, such as Singapore and Shanghai did some years ago.

H. B. L. DOWBIGGIN.

Mr. A. el Arculli

It may not be fitting during war time lavishly to celebrate Hong Kong's Centenary but such non-celebration does not mean that this Colony is not proud of its past or not confident of its future. I personally feel assured of two things concerning this Colony—Victory and Prosperity.

A. EL ARCULLI.

Mr. J. P. Braga

It is literally true to say that the "China Mail" is almost as old as the Colony itself. So, in commemorating the Colony's Centenary, it is well to note that the "China Mail" will before long be celebrating its own Centenary in this Colony. The "China Mail" was in good company when, in the early days, it discouraged the settlement of the Island; for no less a journal than the London "Times" condemned the development of Hong Kong into a British settlement. For comparative interest the view expressed on the 27th August, 1846, will bear repetition, the "China Mail" wrote: "It is, and will continue, a subject of wonder, why, where so wide a choice was open, our negotiators should have selected such a sterile and wild unlovely land as Hong Kong." I fancy that the "China Mail," looking back, will have no cause for regret in revising the views of ninety-odd years ago, and will rejoice with the community that Hong Kong has survived successfully a decimating fever, pestilence, a great fire, and typhoon havoc. By the vigour and determination of its earliest settlers and their descendants, Hong Kong has overcome the difficulties of its birth, its adolescence and early manhood. There will be none—in fact, there can be none—who will deny the hope and the wish that Hong Kong will rise to be greater than ever in the new century on which it enters this memorable day.

J. P. BRAGA.

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C A P E

1841



1941

Development Of The Colony

HONG KONG in population to-day ranks among the first 50 cities of the world. Few can conceive the fact that only 100 years ago, not a single European building was in existence on the island, that it was sheer barren rock.

The first efforts of the builder were made at East Point the house of Jardine, Matheson and Company, forming, at it were, the nucleus of the edifice which by the end of the year, placed the then infant Colony.

A Mr. Fortune, who visited Hong Kong in 1845, describes its appearance at this date as that of the mere outlines of a city. "Around and in the rear of Messrs. Jardine's house, there are all sorts

"Between it and the Queen's Road is the Colonial Church, a building without a prototype, but worthy to be sketched and preserved among the annals of the Colony. The Post Office is on the South and the Governor's private residence on the west of the parade ground. Further westward and higher up is Government House.

"Westward still and on the beach are three commercial houses, among the best in the Colony, above them on the south of Queen's Road is the harbour master's house. Here terminates the central district of Victoria.

"The Western district is an embryo city, having streets, terraces

Cathedral . . . a neat church capable of accommodating some 800 people and possessed of a good organ.

"The public buildings of Victoria call for no special mention, being modern and in most cases more extensive and comfortable than architecturally beautiful. Conspicuous from the harbour besides the Cathedral are the Roman Catholic Cathedral, the Central Prison and the Clock Tower above Pedder's Wharf . . . Of other buildings the magnificent house lately built by Dent and Co. (on the site of the Gloucester Hotel) attracts the eye, while a stately row of buildings occupied by banking and mercantile firms carries the eye past the Naval Yards to the eastward where Jardine Matheson and Company's new offices and the Mint terminate the view.

ing the ground floor. Facing this, on the other side of the road, is the English Club, (now the site of the King's Theatre) a well-built edifice and affording good accommodation.

"China Mail"

The offices of the "China Mail" behind the English Club, were in Wyndham Street, and the "Daily Press" near General Wellington Barracks were not yet constructed, but a building on the site was known as Wellington Battery and the Ordnance Depot was in 1867 on its 1941 site.

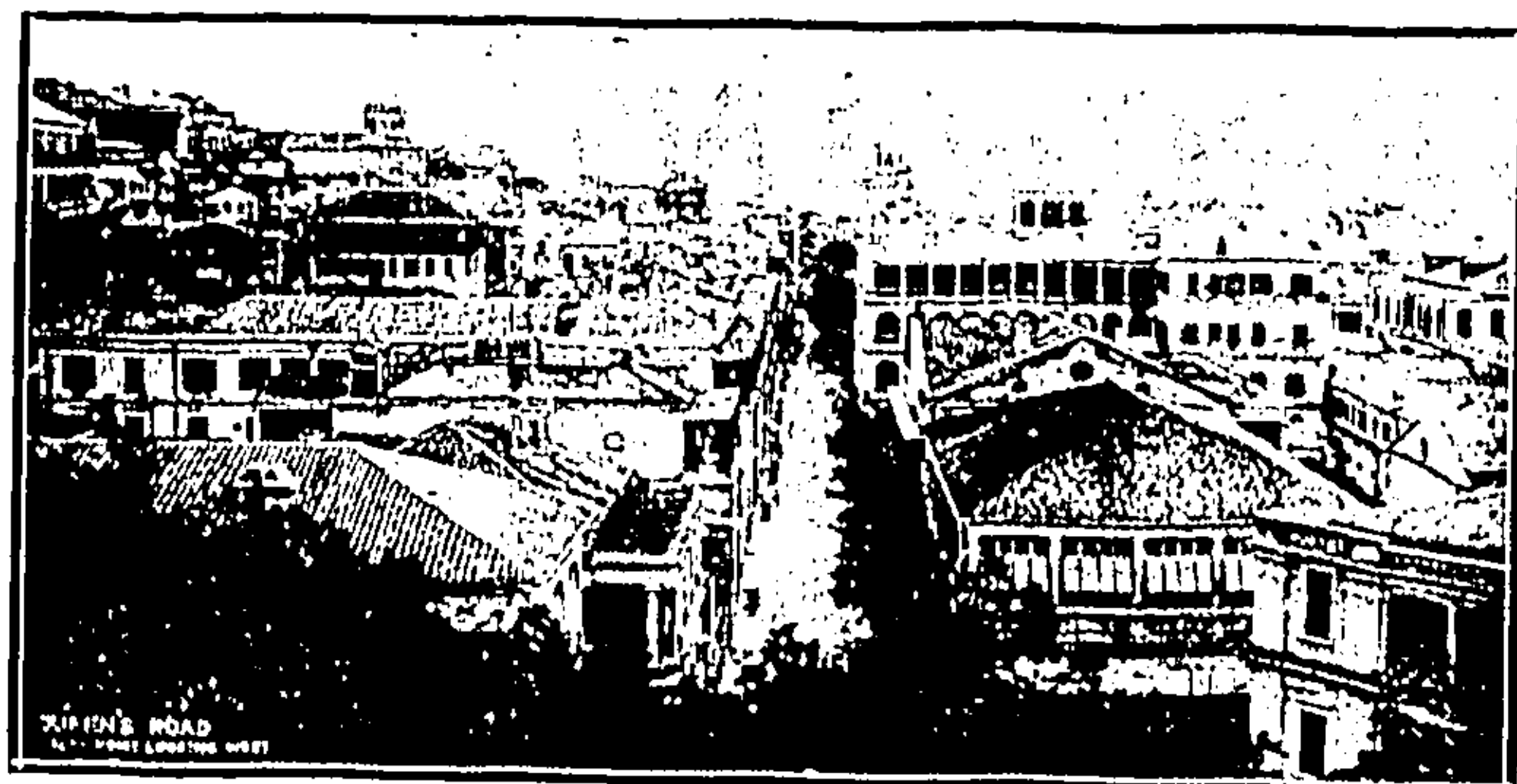
That part usually frequented by Europeans was from the Clock Tower to the Mint (at East Point), the western half being left to the Chinese. The only break in the Praya which was not the Praya of to-day, but stretched from Pedder Street to Jardine's Look-Out, was that part occupied by the naval authorities and a contemporary writer "much regretted that arrangements cannot be made to enclose on either side a pathway to allow the public through the yard and avoid the long and inconvenient detour."

Hong Kong to-day presents a far different picture, that of a modern, thriving metropolis which is still developing and developing rapidly both in size and in beauty.

The foreign business section is more or less confined within Pedder Street on the west and Murray Road on the east and from the Praya to the south side of Queen's Road. In this area are to be found all the leading foreign and Chinese banks and all the leading foreign commercial houses.

In latter years, the bigger Chinese firms interested in doing business with foreign countries have shown a tendency to move within the same confines, and the Bank

(Continued on Page 28)



The Central District in the 1860's.

of Chinese buildings, and of European houses, perhaps some thirty. Next to it, proceeding West, is the Wong Nei Chung Valley having three or four European houses and a little village of poor Chinese houses, forty or fifty in all. The house of the Morrison Education Society, the hospital of the Medical Missionary Society, the Seamen's Hospital (site of the Naval Hospital), and the residence of the Chief Justice of the Colony with a new guard house, appear prominent on the west side of the Valley.

"Next and almost on a level with the sea there is a cluster of substantial commercial houses with some buildings occupied as Commissariat stores, barracks and so on. The ground between the sea and the hills is so narrow along this part of the town. The old Protestant and Roman Catholic burial grounds, with a few small buildings on the beach fill up the remaining part of the contemplated eastern district of Victoria.

Death-Degenerating

"The ruins of a market with an old military hospital and a magazine come first in the central division of the town. Next on high ground are the badly contrived, half-built and half-demolished death-generating buildings, once known as the artillery barracks. In front of them three buildings are being erected which will be an ornament to the settlement . . . Passing the streamlet (now the nullah which enters the sea near the V.R.C.) the ground eligible for buildings, instead of being only a few rods in breadth, stretches off up a gentle acivity full half a mile in breadth. Close by the mouth of the streamlet are some barracks with Naval stores on the beach.

"South of them, three buildings are being erected for officers and soldiers (Murray Barracks site) and beyond them, southwards, are lines of matcheds in which are the Indian troops and camp followers—and miserable quarters they are. The parade ground comes next: as you go westward,

and so on. Here you may read Wyndham Street, D'Aguilar Street and some fifteen others. Within this district are the buildings of the magistracy, the gaols, four chapels, a mosque and of all other buildings perhaps three hundred. It includes the central and upper bazaar, also two raw guard houses occupying commanding sites.

Great Variety

"In the materials, form and qualities of the buildings there is great variety; you may see granite, brick and mud houses. All the buildings early erected for Government were in every way poor, the house of the chief magistrate being the only exception. All the barracks were particularly bad; most of them, even the hospitals, were unfit to keep cattle in. (This was written in 1845; it must have been bad).

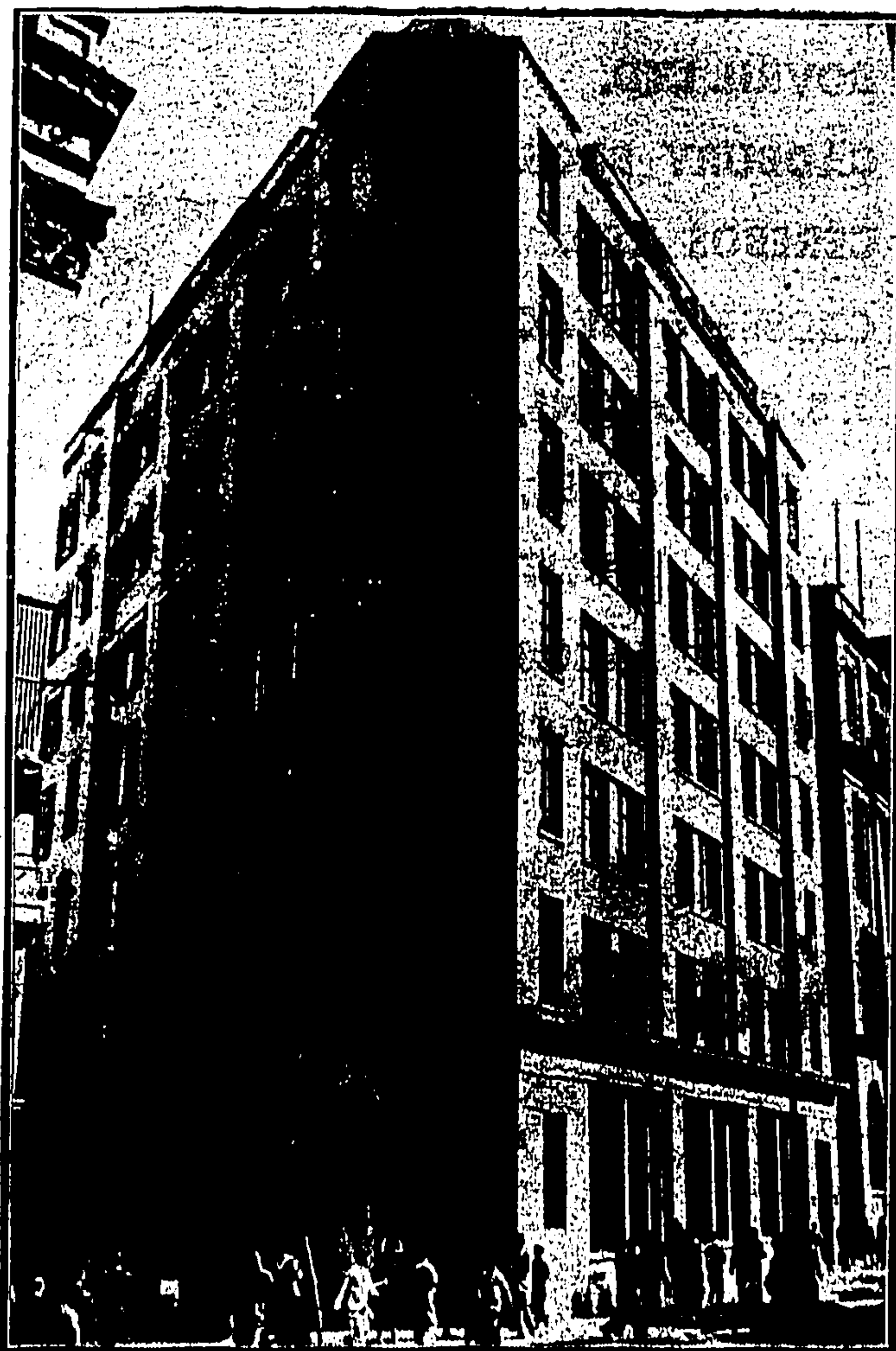
"Private houses were generally better, and some of them good. At present the style of buildings is superior to anything we have seen in China. Among the best specimens now in progress we may name the Club house, the officers' quarters, the Military Hospital, the Exchange and Union Church. Good verandahs and good roofs are the principal desiderata. Within twenty years, Mr. Fortune's desiderata had more than been fulfilled. The Colony was beginning then, in 1867, to shape itself, more permanently. No longer were Government buildings poor in construction nor disgraceful in appearance.

Governor's House

The Governor's house was "beautifully situated on a gentle rise leading up to the level of Caine Road and is, although not conspicuous, by no means unworthy of its distinction."

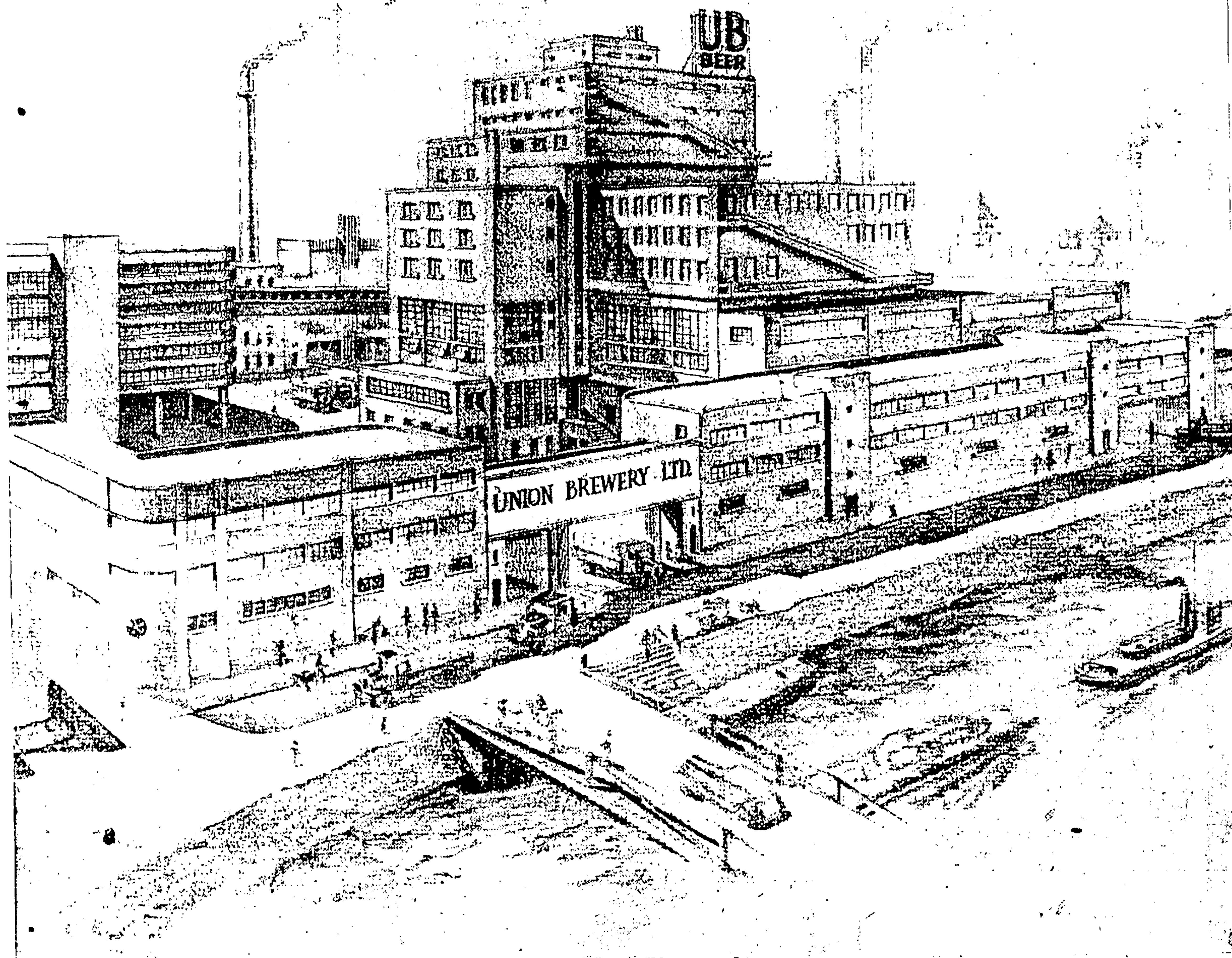
Just underneath (where they now are) were situated the Government offices, unpretentious but commodious, and well adapted to the purposes for which they were designed.

"Lower again and some 200 yards to the eastward stands the



Holland House, one of the newer city office blocks.

FAMOUS THROUGHOUT THE FAR EAST



The new home of The Union Brewery, which sprang from modest beginnings nearly 30 years ago, was completed in 1936 to satisfy the ever increasing demand for U.B. Beer. It is the largest brewery in China under British ownership and management, and is entirely mechanised — the brewery process employed throughout being in every respect of the highest and most modern standard.

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Modern Building Progress

(Continued from Page 26)

of East Asia building is in the skyscraper class.

At the moment, the central district can be said to consist of equal proportions of happily designed modern buildings and those erected when the Praya reclamation from Des Voeux Road to the water front was made available for building purposes. In the course of the next few years, older buildings such as the Prince's, Queen's, Alexandra and one or two others will disappear and the town will be made up entirely of up-to-date edifices.

Outstanding among the new types of building is, undoubtedly, the Hong Kong and Shanghai Bank, which forms a fitting south end to Statue Square. To the west of it is another fine building which houses the Gloucester Hotel.

The latest addition to the Colony's business premises is Windsor House, which in due course will be extended to include the St. Francis Hotel and 11, Queen's Road Central—probably among the oldest commercial premises still standing.

Praya East

Leaving the Central District, there has been recent great development to the east, made possible by the Praya East Reclamation scheme which threw open a very large area of land now bounded by Gloucester Road on the north and the road on which the tram-lines are still laid.

Practically the entire area of this Eastern District has been built upon and all the buildings have been constructed in ferro-concrete.

Towards the south of the tram-lines, the popularity of Chinese residences and shops of the less expensive type still exists, and Wanchai District—extending, as it does, from Arsenal Street in the West to Causeway Bay in the East—is a very important section of the Colony.

Further west and past the power station of the Hong Kong Electric Company is to be found the latest development, especially on the north side of the fine main road laid down to the Taikoo area.

The south side has been given over largely to factories.

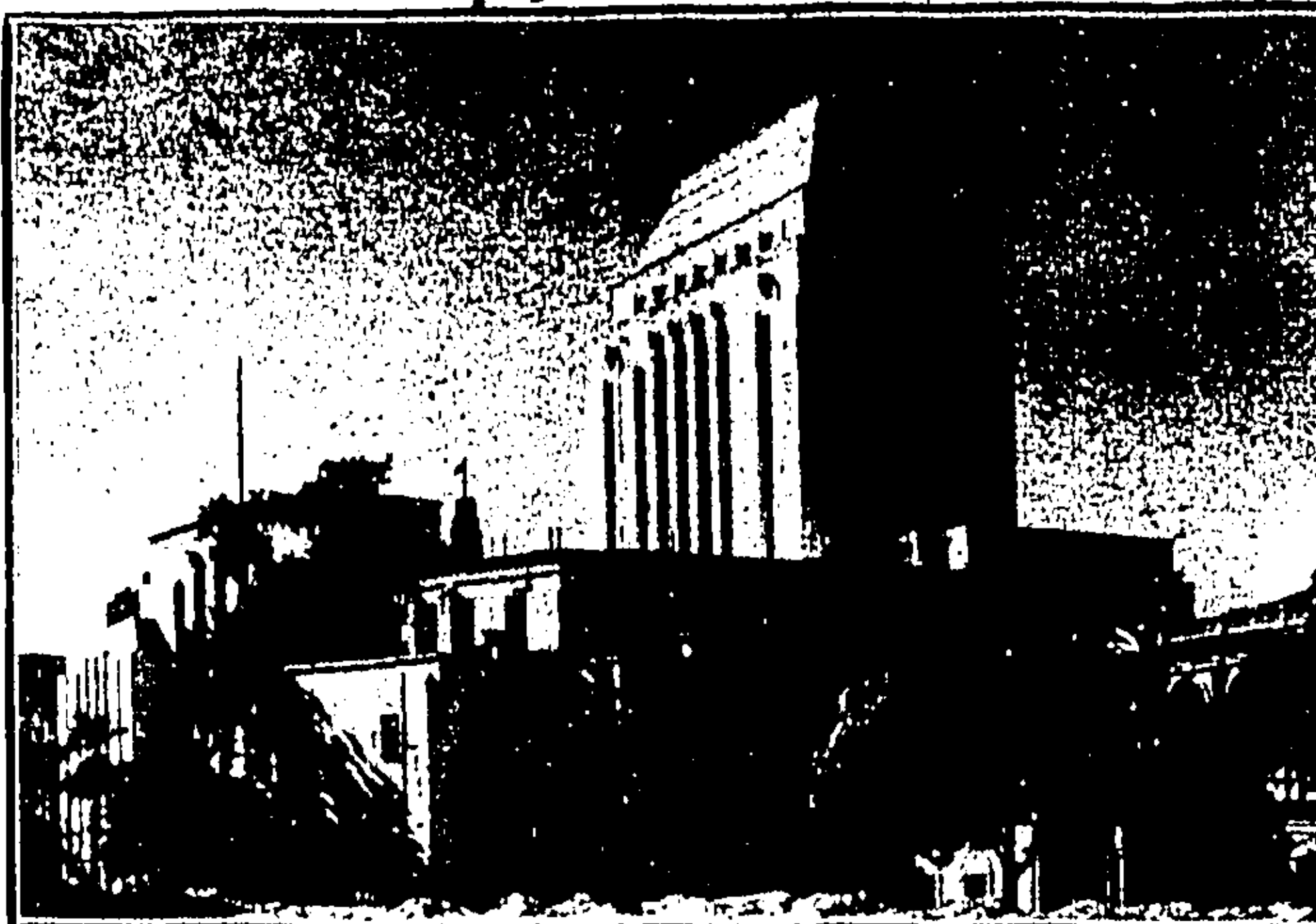
One of the latest developments to the north, adjacent to Taikoo, is the "Ritz," which is becoming popular as a rendezvous for those Chinese interested in swimming, dancing and roller-skating.

Little Change

Proceeding to the other end of the water-front, after passing a small area from the Post Office down to Wing Lok Street, which houses the big Chinese department stores, there has been little change within the last 40 years. In this area are still to be seen the water-front godowns, with their adjacent steamship wharves and the smaller type of Chinese stores and residences on the southern side of Des Voeux Road, West.

One of the biggest changes in recent years has been the development of hill-side residences, and any night photograph taken even 20 years ago and compared with a photograph taken to-day would indicate this by the present cluster of twinkling lights which, more than any words could express, show how great this development has, in fact, been. The scintillating mass of lights, festooned with the rows of street lamps, has, indeed, become one of the minor "Wonders of the World"—or so tourists always say.

This development, however, has not been confined exclusively to



Hong Kong's outstanding example of modern architecture, the new headquarters of the Hong Kong and Shanghai Bank.

the harbour-side of the chain of hills which form the Island of Hong Kong but has also stretched to the south side as well, particularly in the Mount Cameron district.

Biggest of the latest developments to be seen on "the other side" is the Queen Mary Hospital, which in itself shows a distinct advance in the Colony's building progress as compared with the extremely old-fashioned Government Civil Hospital previously located below Caine Road.

Repulse Bay, with its hotel, the "Lido," and "Euston," running along the western shore of the bay, is an example of development in another sphere, and is justly considered one of the beauty-spots of Hong Kong. Housing development, more or

less modern in nature, is proceeding along both sides of the road to the Bay.

The progress in Kowloon has been rather remarkable, and many people still resident in the Colony to-day will remember the time—seemingly only a few years ago—when Austin Road was more or less the northern boundary of civilisation.

To-day, starting from Salisbury Road running parallel with the railway and dominated by the fine building of the Peninsula Hotel, the modern highway called Nathan Road runs right to the Kowloon foothills.

Here it divides, the northern travelling out to the New Territories via Shatin and Taiipo, and the southern branch past popular bathing beaches to Castle Peak.



The Bank of East Asia also went skywards.

Other highways have been laid down in Kowloon, the most outstanding, perhaps, being Prince Edward Road, running east to west just to the north of the old Kowloon City. Both sides of this highway have been developed into attractive residential districts.

In this area lie the Government Kowloon Hospital and the new Central British School.

The cheaper type of residence is to be found in the Shamshui district, which has been fully covered with ferro-concrete tenement houses. At the very end of this area are to be found the Shamshui barracks, which house one of the British regiments stationed in the Colony.

Road extensions in the Kowloon area have not yet finished and the Government has many schemes in mind for opening up the more outlying districts. In the future, Kowloon may well assume double its present importance.

The latest industrial development is to be found in the most modern Power Station recently completed by the China Light and Power, and which was opened last year with great ceremony, both official and unofficial.

Turning to the countryside proper—or what is known as the New Territories—there has been little development in Taiipo in recent years and the number of houses has shown practically no increase.

Taiipo Market is growing every year but there is little to be seen in the way of development until the Fanling and Sheungshui district is reached. This district is becoming increasingly popular for both Chinese and foreign residences, doubtless due to the proximity of the neighbouring golf courses and the Kwanti Race Course.

Public Utilities

If one proceeds along the road to Castle Peak, one finds a growth similar to Taiipo Market at Un Long, which is a bus terminus for routes running through by way of Castle Peak along the coast road back to Shamshui.

In the sphere of public utilities, the latest development is the big water conservation scheme at Shingmun, which, it is hoped, will save the Colony from any serious water shortage in the future. Even as this article is being written, however, hours of restriction—during which the water is turned off—are in force.

In closing mention must be made of the number of people who now cross daily, to and fro, from the Island to the Mainland and vice-versa, for this, too, rounds out the general picture of the development of Hong Kong.

The long established Star Ferry Company has scrapped its old fleet of smaller ferries (so well known perhaps up to about 20 years ago) and is now operating a service of very much larger boats, which, incidentally, appear to be packed at all hours of the day.

Healthy Signs

The Government finally put through a vehicular ferry which runs from the junction of Queen Victoria Street and Connaught Road, on the island side, to Jordan Road in the Yaumati district of Kowloon. This has supplied a long felt need for better communication between the Island and the Mainland.

There are various schemes afoot to modernise the city of Hong Kong, improve its amenities and take more advantage of its natural beauties, but these, naturally, have had to be more or less filed away till the war is over. But they are healthy signs, and happy auguries for the days when peace returns.

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1841



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ONE hundred years ago, Hong Kong was a bare island, with a few fishing villages scattered around its base. To-day, it is a great seaport, a commercial city of world-wide scope, a busy entrepot, and a place of unsurpassed scenic beauty. If some Rip Van Winkle of the island, fallen asleep a century ago, were now to emerge from his long 'hibernation,' he would be unable to recognise the place as he last saw it. Then, it was a barren island, with scant vegetation and a tiny population. Now, it is a city of imposing structures, of great shipyards and wharves, of wide roads along which traffic ceaselessly pours of cars, buses, trams, and ferries of teeming human concourse, of a great habitation set amid wooded hillsides, and fronting on a harbour on whose waters, the ships from the seven seas,

A magical transformation it would appear to our Rip Van Winkle. But when, we, with the opponent in the financial, banking knowledge denied to him, inquire how this wonderful change has been wrought, we see it as an achievement made possible by, a hundred years of and the Chinese. The British, cooperation between the British with their enterprise, foresight and initiative, and the Chinese, with their capacity for hard work, patience and adaptability, have created the Hong Kong of to-day. Above all, these two peoples display in common the qualities of integrity and fair dealing. The old truism that "the word of a Chinese is his bond" is equally applicable to the Englishman.

It is not possible to set forth in detail all the manifold aspects of this century of cooperative efforts. I shall therefore restrict myself to a brief reference to certain departments of the communal activity which has made Hong Kong what it is.

In trade and commerce, Hong Kong ranks second only to Shanghai among the great cities of the East. In shipping it is one of the greatest ports of the world. Through it have passed the products of South China, in transit to the four quarters of the earth; through it have passed, in their turn, commodities of all kinds, coming from the outer world to the markets of China. In the counting houses and business offices of Hong Kong, British merchants and Chinese men of business have gone about the daily task of administering and enlarging this ceaseless traffic of merchandise. Initiative and resource have been forthcoming from both; and it is not too much to say that the commercial wisdom upon which Hong Kong has been able to draw has been of a quality seldom surpassed elsewhere.

The same cooperation has been apparent in the financial, banking and insurance activities which are the necessary accompaniments of trading on the large scale. The stately and imposing headquarters of the premier bank of the East, a house whose transactions are world-wide in their range, stands, as a symbol of British financial strength, alongside the offices of other powerful British banking institutions. Their Chinese fellows, not slow to emulate the British bankers, have set up on western models their own bank-

ing institutions, and have taken their due place in the sphere of finance. The many Chinese banks, run on traditional Chinese lines, have also played and are playing an important part.

Hong Kong is not merely a trading and financial city; it is also an industrial centre. The two commercial dockyards, of which the Colony is justly proud, are capable of building ocean-going vessels and ships of war. There are other large-scale industrial enterprises, such as sugar-refining, cement manufacture and ropemaking. To-day the Colony possesses over a thousand manufacturing concerns, large and small; and it is the Chinese who have been principally responsible for the striking development which has led to the export of huge quantities of rubber shoes, electric torches and many other commodities to all parts of the world. The great variety of Hong Kong's manufactures must have come as a surprise to many who visited the recent Trade Exhibition. Steel helmets, bicycles, even machinery, are among the many items which are now included in local products. It is my view that Hong Kong's industry is still in its infancy, and that there exists here the potentiality of immense expansion.

While the co-partnership, if I may so call it, of British and Chinese has prevailed in the business world, it has been even more striking and more close-knit in the public and social life of the community. One of the most gratifying features of the Colony's history is the spirit of mutual help always shown by British and Chinese in social and charitable work. There has never been a cause affecting the one, which has not called forth from the other the most profound sympathy and support.

In public life and in the professions, Chinese and British have displayed a spirit of healthy and friendly rivalry. Side by side with their British associates, Chinese hold prominent positions as barristers and solicitors, as engineers and architects, as doctors and educators, all contributing their quota to the well-being of the community. Even in the churches Chinese clergymen, in common with their brethren from overseas, minister to the spiritual needs of the Colony, and one of them holds to-day the high office of an Assistant Bishop.

In the sphere of education, Sino-British collaboration has been notable. Foremost among our educational institutions is our University which was founded by the vision of a Governor, the munificence of a Parsee, and the generosity of British and Chinese in Hong Kong and elsewhere, with the object of bringing together within its four walls the learning of the West and the culture of the East. In educational advancement, whether at the University or in colleges and schools, Chinese and British colleagues have worked together, each giving of his special knowledge, for the common good. The system of education that has been in vogue in Hong Kong has been a distinct boon to both China and Britain. Students from our University and schools have held, and are holding, prominent positions in the service of the Government of China, and in various professions in all parts of the world.

A black and white portrait of a middle-aged man with dark hair, wearing a suit jacket, white shirt, and dark tie. He is looking directly at the camera with a slight smile. The image is framed by a thick black border.

Sir Robert Kotewall, member of the Executive and Legislative Councils.

In the realm of sport, the Colony's playing-fields are eloquent witness to the degree in which athletic and recreational pursuits have become a common interest of the two peoples. The great crowds of spectators who flock to watch the spirited contest in a football match are proof of the lively interest which sport now arouses among the Chinese. This development has promoted physical fitness and the spirit of teamwork and fair play. Sport has, indeed, done much to bring the two races together.

But it is not in sport alone that a closer mutual acquaintance has been developed. In social relations generally, much has been achieved in the strengthening of British and Chinese friendship and the promotion of understanding, especially in the last two decades. Social intercourse between the two peoples has been much more frequent than in days past; and, as they meet each other more, so they understand each other better.

In all the activities and developments of which I have spoken, the Press has had an important role to play. These organs of public opinion, Chinese or English, have never failed to lend help to a good cause, and the influence they have exercised has been wholesome. To their restraint and moderate attitude has been due, in no small measure, the good behaviour of the people here during these four trying and troubled years. The Press in Hong Kong is, indeed, worthy of the great traditions of a responsible profession.

Thus far I have spoken of the cooperation of the two peoples--British and Chinese. No less productive of good has been the relationship between Government and people. In this matter, one all-important factor has been the principle of giving to the Chinese community a voice in government through representation on the Executive and Legislative Councils. In 1925 the Executive Council was enlarged to include a member, representative of the Chinese community; while, on the Legislative Council, there are three Chinese members. In the Urban Council, adequate representation for the Chinese has also been provided. These provisions in the Colony's constitution are important; but still more important is the practice followed of consulting responsible Chinese

opinion before a decision is made.

It is this spirit of cooperation and mutual confidence that has more than anything else won from the Chinese people of Hong Kong their local support and willing service. The Chinese have consistently displayed their understanding of what is involved in good citizenship. They have always been law-abiding, and faithful to their civic obligations. They have never failed to rise to the occasion when their services and their monetary contributions were needed. In the Great War, large numbers of them served as Special Constables, Street Guards, Cable and Mail Censors, and in many other departments of emergency service. They also gave liberally to the war fund of those days. In the present war, in addition to contributing the greater part of the revenue, both ordinary and special, they have come out in large numbers to serve in the A.R.P. Department, the Auxiliary Fire Service, the Police Reserve, and St. John's Ambulance Brigade. Even more than in the last war, leading members of the Chinese community are serving on many committees entrusted with responsible and important tasks connected with local defence.

On the other side, the Authorities have, in full measure, repaid the loyal and faithful service of the people with the blessing of good government and stability. The effect of such beneficent rule is seen daily. The enumeration of specific items would be a long one; but I may refer to one instance of Government's solicitude in time of great need. I speak of the time of economic stress which accompanied the general strike and boycott of 1925, when substantial financial assistance from the Government was needed to prevent a business debacle. The Government, after having heard representations from the Chinese business community, immediately cabled to the Secretary of State for the Colonies recommending the grant of a loan of \$30,000,000. In the space of sixteen hours, approval was received, and the situation was saved. The Chinese have never to this day ceased to remember this timely and magnificent gesture.

The traditional and long-standing policy of Hong Kong to give sanctuary to those seeking it, has been a powerful factor in cementing the friendship between the British and the Chinese not only in the Colony but also, in China. The Immigration Ordinance which has just come into operation, does not involve any abandonment of this policy. The principle still obtains; only the method of its application has been modified.

This, then, is a brief recounting of the story of Sino-British co-operation during a century of Hong Kong's history. It demonstrates what willing and active cooperation can achieve. It also bears out the truth of the English proverb, "Many hands make light work," and of the Chinese saying, "Two hearts united can sever metal."

Now, let us cast our eyes to-wards the future. To my mind, cooperation between the two peoples, is to-day, more abundantly called for than ever before. To what activities, it may be asked; can such cooperation be primarily directed. From the social point of view, I believe that there is yet much to be done in the clearing of slums, in the improve-

(Continued on Page 32)

[illegible]

Tel. Add.: "Milkmaid."

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1841

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Hong Kong's Grand Old Man

HAVING been privileged to see some 79 of the hundred years of Hong Kong's history, I may perhaps be qualified to give an outline of some of the changes which have taken place since the days of my youth. It was sixty-one years ago that I first joined Jardine's, and became their Com-pradore in 1890.

Let me begin by describing what Hong Kong looked like in or about the year 1885. The Peak could boast of hardly more than a few houses. The Peak Tramway was not even thought of. The mid-levels were then struggling to attract residents, May Road being but a footpath, and Caine Road considered fairly high up. It was there that stood the luxurious houses of The Hon. Mr. E. R. Bellios, Sir Hormusjee Mody, and Sir Paul Chater. These houses were surrounded by spacious gardens, and were the scene of lavish entertainments.

Jardine's Site

Turning to the city of Victoria, few buildings had more than two stories. Jardine's used to occupy the plot of land stretching from the present Banque de l'Indo-Chine to the old Praya, the waterfront then being Des Voeux Road, and their back door, to which came towboats to deposit their cargoes, was where the present Bank of Canton stands. All the part covering the Post Office, Con-naught and Chater Roads, only came into being later by process of reclamation. Queen's Road was the leading street in those days, and the centre of the City had a clock tower which served also as a watch tower from which fire alarms were given. Wellington, Shelley, and D'Aguilar Streets formed the busy city area, decked with residential bungalows, which also served as offices. The present Central Market was the site of the P & O Office, the King's theatre that of the old Hong Kong Club house, while the China Building stands on the site of the former Supreme Court.

Maze of Footpaths

In those days there was no seat of higher learning, and the present University area was a maze of footpaths among trees. The leading educational institution was the Central School, now Queen's College. I used to attend this, having to be at school by 6 in the morning in summer, and half past six in winter. When I was there, Dr. Frederick Stewart was the Headmaster, a man who has left an indelible mark not only on several generations of Hong Kong's leading Chinese, but on the Colony as a whole. He rose to be Colonial Secretary, and Officer Administering the Government, and died as he lived, modestly and quietly in 1889.

There were few public works of importance in those early days. The Tytam reservoir had yet to be built, and Hong Kong drew its water supply from a small reservoir near the Pokfulam Police Station. Near this spot stood the "Douglas Castle," then popular as the resort for honeymoon couples.

None Could Dream

As for Kowloon, none would have dreamt that it could be what it is to-day. There was no such thing as Nathan Road, and Kowloon City was still part of the Chinese Empire with a Mandarin actively in control. Shamshuipo was a modest village with many thatched cottages to identify its existence. The railway only came many years later. Indeed, there were no motor cars or rickshaws when I was young, the latter only



Sir Robert Ho Tung, who recently celebrated his 79th birthday. He is noted for his many benefactions in the cause of education and charity. Since the outbreak of war he has loaned the British Government £100,000 free of interest and presented the Hong Kong Naval Volunteer Force with the vessel now their headquarters, H.M.S. Cornflower.

arriving in about the year 1879. The most popular means of transportation were the sedan chair and the horse carriage. I still recollect vividly the very impressive manner in which Mr. William Keswick, one of Jardine's taipans, used to arrive at his office every morning punctually at 9.30 a.m. in his horse carriage driven by two uniformed Indians.

In those days the only industrial undertakings of note were the Hong Kong & Whampoa Dock Co., the China Sugar Refinery, and the Hong Kong & China Gas Co., and later on the Taikoo Docks and Sugar Co. and the Green Island Cement Co. Hong Kong was much more so than now a centre for the passage of goods than their manufacture.

Young Miss China

One of the most marked changes in the course of the last two generations has of course been Young Miss China, while all the men of my young days wore pig-tails. I well remember how awkward it seemed to be without this feminine adornment when we had our hair "bobbed" for the first time some thirty years ago.

About the administration of the Colony, in those pioneer days the problem of government was a very great one. Communication by sea with England took almost three months, there was no electricity (a side-line on this being the historic white punkahs everywhere used in the hot weather) no telephones, no typewriters even to oil the machinery of Government. Misunderstandings were naturally frequent between Government officials and the merchant community on such questions as land tenure, overcrowding, sanitation, etc., and the Government was itself divided on many points. But time ironed out these difficulties to bring to fruit the efficient administration of to-day.

Brilliant Men

During these last hundred years, brilliant cadets and Governors, men such as Lord Lugard, engineers like Sir Mathew Nathan, road builders such as Sir Francis May, have spent the best part of their life in creating out of this barren rock, a city which has become one of the largest and busiest in the world. And to the present prosperity the Chinese citizens have also played a great part both in public service and in contribution to the Colony's revenue. We form 97% of the Colony's population. Some of the noteworthy names are Dr. Wu Ting Fan, the first Chinese member of the Council, and his succes-

Reminiscences

by Sir

ROBERT HO TUNG

given in a broadcast from ZBW last night during the special Centenary programme

sor Mr. Wong Shin who was followed by Dr. (later Sir) Kai Ho Kai and Sir Bosan Wei Yuk. Sir Kai had the distinction of being both a Doctor of Medicine, and practising Barrister-at-law. Of the later Chinese representatives I need not make mention as they are well known to this generation.

I must have omitted many noteworthy names and events in the life of this island, but if the ghosts of Captain Elliot or even Sir Henry Blake were here tonight to look round this colony, they would be at a loss for words to express their surprise at the progress which Hong Kong has made. I am sure, were I permitted to return to Hong Kong in a hundred years' time, I could not find, comparatively speaking more changes on the face of this island than during the last two generations.

May this island prosper, and contribute to the wealth and happiness of all who live and trade in it.

The Alice Memorial

Welfare movements started early in the Colony Mr. H. W. Davis, partner in the firm of Davis Brothers, established himself in the Colony and with the assistance of Dr. William Young and Mr. J. C. Edge, was responsible for the formation of a Medical Mission Committee in 1871, for the poor Chinese at Tai Ping Shan. This Committee later blossomed into the Alice Memorial Hospital, which was built in 1872, through the untiring efforts of Mr. Davis.

Anglo-Chinese Cooperation

(Continued from Page 30)

ment of the health and fitness of the community, and in the betterment of the conditions of life of the people.

On the business side, the development of industry seems to be the most important of all future cooperative enterprises. It is possible that few of my hearers may have realised to the full how many and how great are the special advantages available to Hong Kong as an industrial centre; but the time allotted to me permits the mention of only a few of these. The geographical position of Hong Kong affords ready access to large and growing markets. Banking and financial organisations, built on solid foundations, and ripe in experience and knowledge, are at our service. Moreover, there is always here an inexhaustible supply of efficient and relatively low-priced labour, which is an asset of the greatest value. Above all, Hong Kong is free from recurrent political, and consequential economic, disturbances, and enjoys the be-

nefits of a stable government which affords to all peace and security.

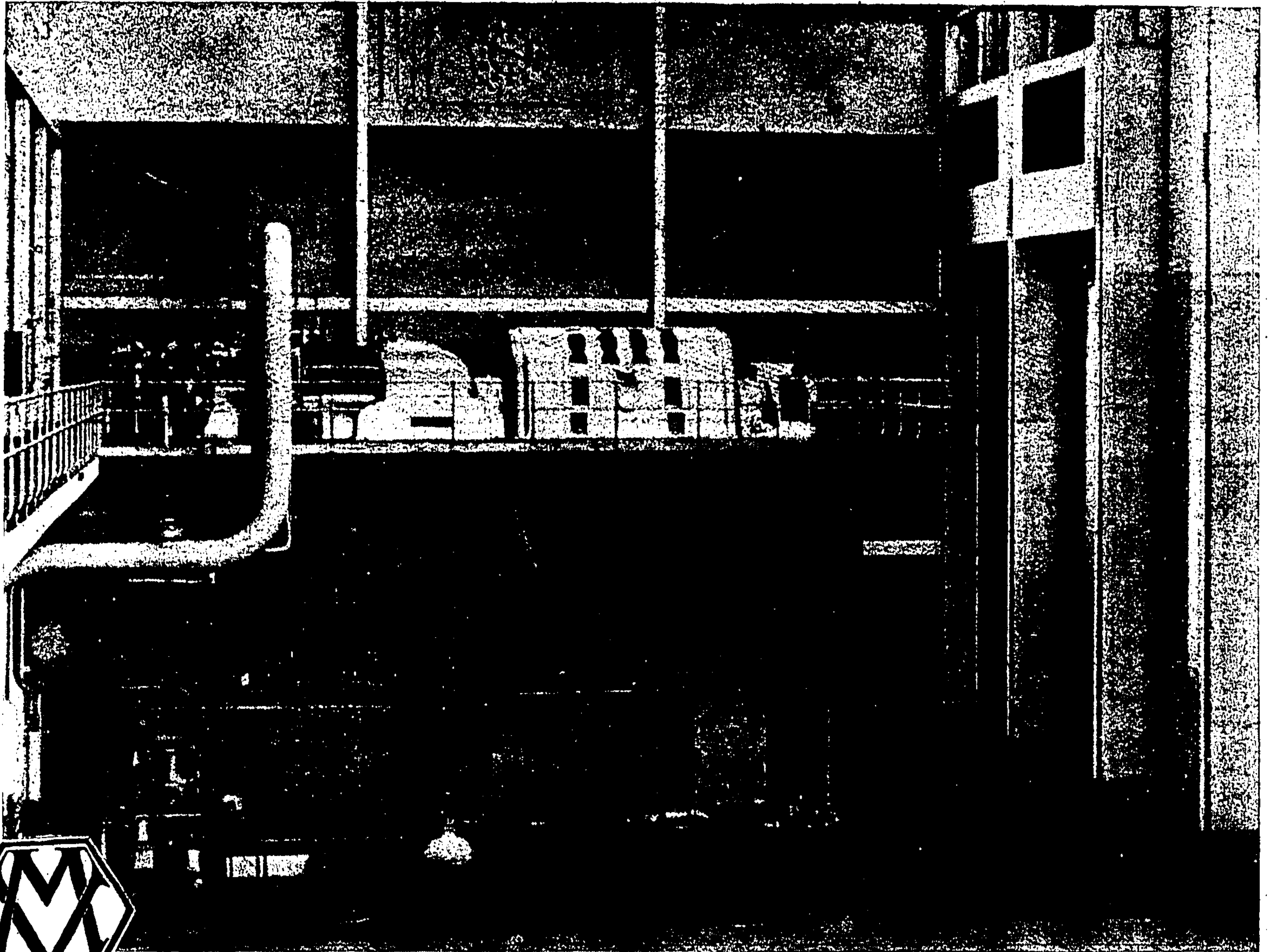
It would be neither possible nor appropriate, in this brief review, to consider the steps which could be taken to inaugurate such an expansion. Suffice it for me to say this: the natural advantages are there, the money is there; the workers are there, and the spirit of enterprise is as strong as ever. The Government, I know, are prepared to give to industry every facility and encouragement. It remains for the enterprising to go ahead.

In this task, the cooperation of other sections of the community will, of course, be necessary as it has been in the past; but the British and the Chinese will naturally play the major and determining role. Fortified by the knowledge of what has been achieved by these two peoples in the hundred years that have passed, I look to their future cooperation in the years to come, with high hope and abiding confidence.

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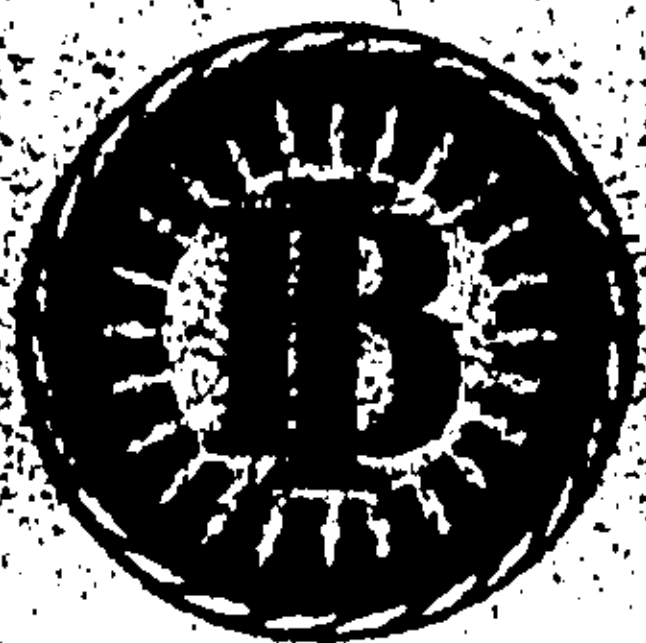
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The Romance Of H.K. Shipping

SINCE Hong Kong became a British Colony, it has developed into a thriving centre of industrial and commercial activity. Even to the most casual observer, however, it is obvious that its shipping is the greatest single contributory to its successful continued existence.

Huge sums of British capital have been invested in the shipping industry. Hong Kong's Harbour is world famous for its spectacular interest and beauty, its unique facilities for accommodation of vessels of all types and sizes, and its wonderful display all the year round of mercantile shipping representative of the leading nations of the world.

The relative position occupied by the Red Ensign is gratifying to our national pride. All types of craft fly the British flag, from the large liners that come into the Harbour from overseas down to small steam and sailing craft plying on the coast and inland waterways of China.

No primary products are produced on the Island. Factories

mail, passenger and cargo services since then, to nearly all parts of the world.

The Blue Funnel Line was founded in 1852, and ever since, has specialised in the construction of cargo steamers suitable for the Far Eastern carrying trade. Its interests out here are looked after by the great shipping firm of Butterfield & Swire, known familiarly as "Talkoo." The Blue Funnel Line was the first to start schedule services with cargo carriers other than mail steamers and

Via Panama

they are in operation between Hong Kong and the United Kingdom, Europe, Trans-Pacific, New York (via both the Panama and Suez Canals). The Company has established its own modern wharves, godowns and a fleet of tugs and lighters for the accommodation of its steamers and their cargoes. The Line enjoys an unrivalled reputation for efficient management in the handling of cargo, and it has played a very

days," by sail of course. The romantic history of the clipper ships is outside the scope of this article but the following famous names are associated with the Colony:—Stornoway, Flying Spur, Thermopylae, Cutty Sark.

Brigs and Schooners used to trade along the Coast with opium, and many an exciting story has been told of their adventurous voyages and fights with Chinese pirates and officials. The foreign opium trade has dwindled to negligible proportions principally owing to sentimental and political reasons, and the tea trade has declined into insignificance, owing to competition from Ceylon, India and Java combined with the neglect of the Chinese farmers and Government to adopt and encourage modern scientific methods of cultivation. Silk is another of the old "valuable" trades which has suffered from the lack of scientific development, but in the North scientific experiments are being conducted in the interest of improving and expanding sericulture.

Trade in cereals, tallow, vegetable oils, ginger, matting, rattan-ware, cassia, split bamboo, groundnuts &c. &c. has developed and prospers under European incentive. But as has already been said, primary products do not originate in Hong Kong but in the Canton Delta, and are brought down river by small steam craft and huge native junks. The cargo is collected here by both steel lighters and smaller native craft, and loaded into the ocean steamers in the stream.

Commodious Wharves

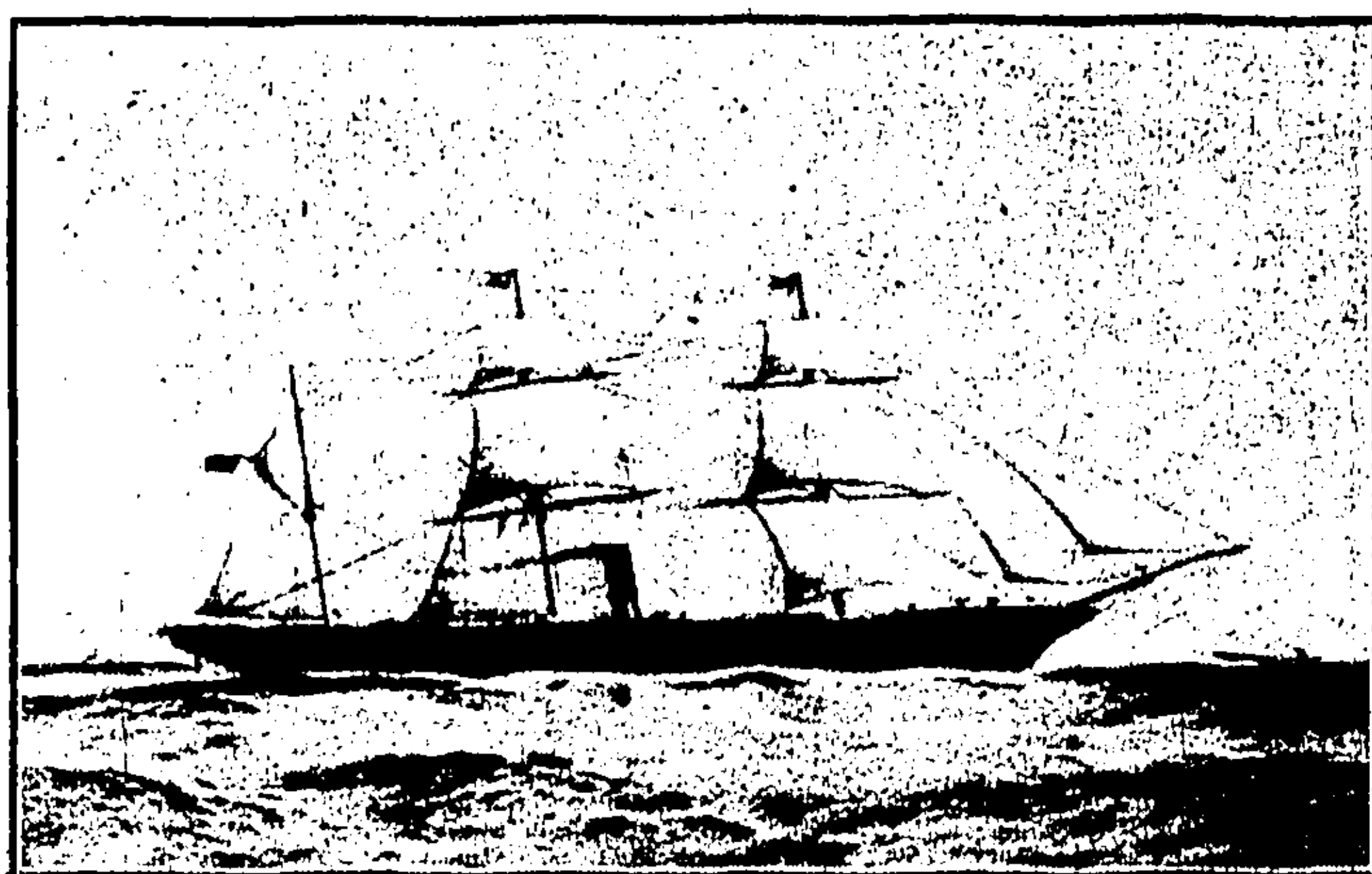
Commodious modern wharves and godowns have been erected on both sides of the harbour for the accommodation of ships and their cargoes. Opium has been replaced by piece goods, manufactured articles, machinery, steel plates and all other shipbuilding, railway and bridge materials. Not only "Ocean" steamers but wharves, lighters and coast vessels are nowadays fully equipped for the safe and rapid handling of heavy weights. Concurrently, a change has been quietly taking place in the method of discharging ocean and coast steamers and

Islands, Indo-China, Siam and the Straits) are of material importance. In conditions other than one when Sino-Japanese hostilities and a blockade prevail, a flourishing trade exists on the coast in which the British Flag is predominant. British shipowners, have successfully adapted themselves to the peculiar conditions existing on the coast and inland waterways of China, and the position they have won through foresight and enterprise is an eloquent testimony to Britain's unsurpassed genius for exploiting the seas to the benefit of humanity in every quarter of the globe. The steamers are manned by European deck officers and Engineers and Chinese sailors and firemen. They have won the confidence and good will of the Chinese merchants, which goes to show that efficiency is appreciated just as much in this part of the world as in any other.

China Skippers

The cargoes normally carried in and out of Hong Kong by the steamers trading on the coast are decidedly "mixed," varying from valuable treasure, silks, satins, spices and medicines to machinery, cereals of all kinds in bags and bulk, sharkfins, dried fish, live fish, fruits, nuts and all other kinds of Chinese delectable food-stuffs not to mention live goats, sheep and ponies.

What of the China skippers themselves? They have a strong sense of discipline, a marvellous loyalty to their owners, and a humour which even long residence in the Far East cannot damp. They manage to entertain passengers with comments on politics, ethics, sport, or even religion at a pinch. They have decided views. If pressed they will aver that skippering a coastal steamer is preferable to command of the Queen Mary. They have an abundant admiration for their Chinese seamen—but they do not let it be too unguardedly shown. They zealously serve the commercial communities of the ports on their list, but probably they cannot understand where lies the attraction in making money ashore. Give them the river or the sea, and they have the world they desire. The dilly-dallying in ports is a necessary



The P. and O. s.s. Mooltan, 1880, from a lithograph by T. G. Dutton.

and prosperous business establishments yes, but practically all the cargo brought to and carried away from the port is destined for and originates from China and her neighbours.

In short, Hong Kong is almost entirely a shipping and trading entrepot, whose aggregate annual tonnage statistics have in normal times rivalled those of any shipping port in the world. This is largely, if not wholly, due to the policy of keeping the Colony free of Customs restrictions and tariffs, except in the case of alcohol, tobacco, opium and other prohibited drugs.

The progress of merchant shipping has been very remarkable. It is not within the scope of this article to give a long description of the rise and development of the great shipping companies engaged in the Far Eastern trade. The steady increase in the carrying capacity, both as regards cargo and passengers, of all classes of vessels calling regularly at Hong Kong under peace time conditions,

Outstanding Feature

is an outstanding feature and appeals to one's imagination. The well-known P. & O. and its associated companies; The Blue Funnel Line; the C.P.R.; the "Glen" have probably shown the greatest enterprise and business acumen so far as British overseas shipping is concerned. The story of their steady development is intensely interesting.

The P. & O. Co. began their connection with Hong Kong about 1845—four years after the island became British territory—and have maintained uninterrupted

important part in the development of this port. The "Glen" Line has been trading to the Far East for a great number of years and operates a splendid fleet of steam and motor vessels. The "Empress" liners are the most luxurious and fastest steamers coming to the port and are entitled to premier honours in the development of the Trans-Pacific trade—no small compliment. The above are the principal British Lines coming to the Colony from overseas; but an examination of the traffic returns demonstrates the fact that there are many other important British Lines and also that the relative position of steamers flying the flags of all foreign maritime countries is an important one.

In fact the character of Hong Kong's shipping is distinctly international. Every day, large and small ships flying the flags of many lands, are to be seen loading or discharging in the harbour. The China Homeward Freight Conference with its sworn measurers and deferred rebate systems is in existence in the trade with the United Kingdom and European ports, and ensures a regular and adequate supply of tonnage, uniform rates of freight and fair trading conditions for all. The Trans-Pacific, New York, Indian and Australian trades have their respective freight Bureaux.

Days Of Sail

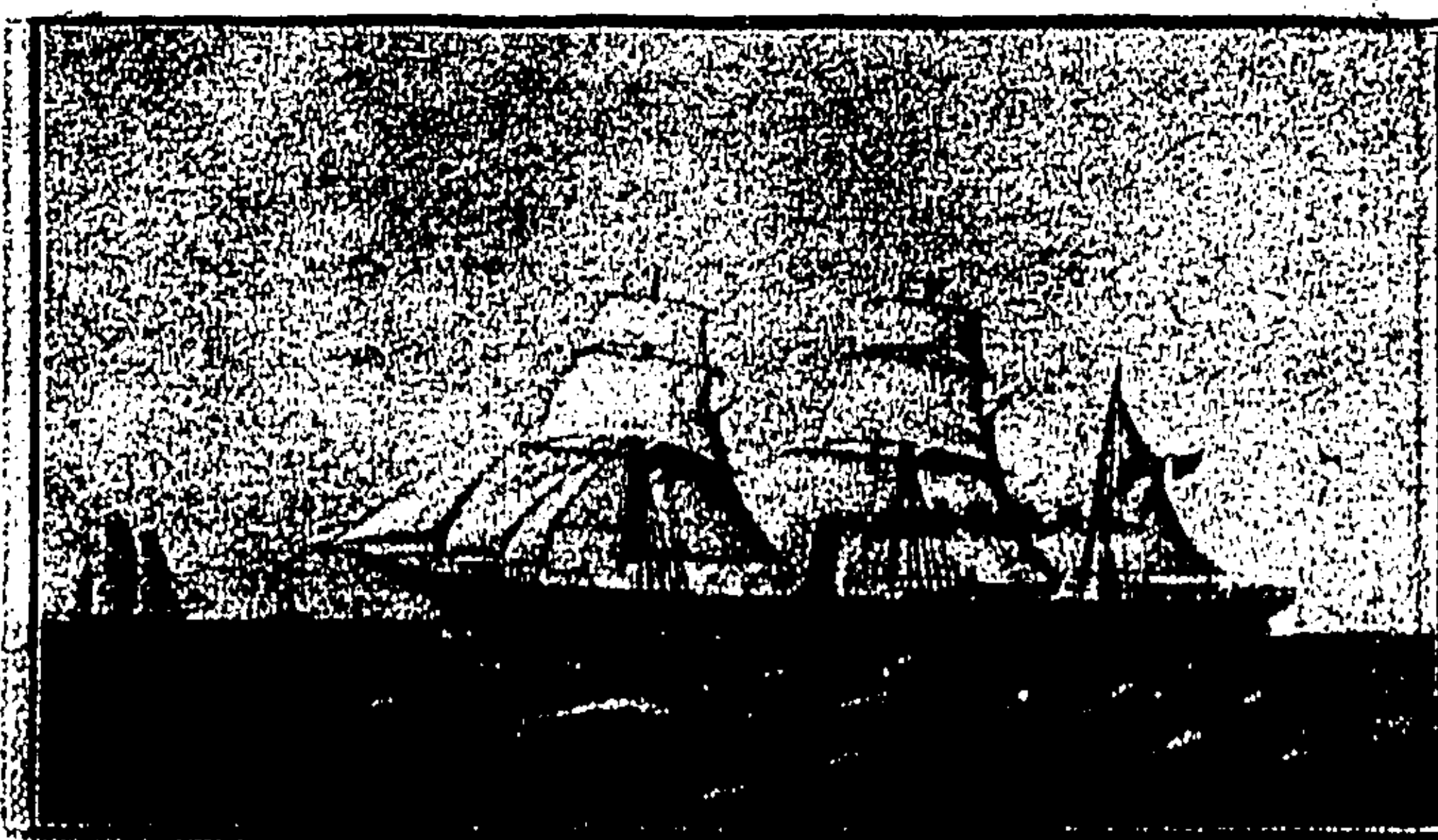
It is fascinating to muse on the way in which the character of the carrying trade has changed since the British first came to Hong Kong. Opium inwards and tea homewards were the principal commodities carried in the "early

landing their cargoes into godowns, hand labour slowly but surely giving way to mechanical appliances, or perhaps speaking more correctly, a closer co-ordination of the two methods, on account of economic pressure due to the greater value of time.

Although the existence of the Colony as a trade centre is very largely dependent on its overseas shipping, its coastwise services (i.e. to China, the Philippine

but tiresome interruption of a life devoted to philosophy and stern thinking. As for the perils of keeping the channels of commerce open under shell fire or aerial bombing, that they would say, should they be persuaded to speak of it, is all in the day's work.

(Continued on Page 38)



Here is a print by J. W. Jeffreys, in the Chater Collection, of the Douglas Company's "Douglas" 1855. (Photo by King's Studio).

TRADITION IN FINE SHIPS

1824

It was just at this psychological moment that Jardine, Matheson & Co. became possessed of . . . the famous FALCON, lately the flagship of the Royal Yacht Squadron. She was launched on Tuesday June 10th, 1824. The FALCON was far from being a typical coaster . . . her job was to discover new ports and open up trade.

The Opium Clippers Basil Lubbock.

A CENTURY OF SERVICE

1941

In the same spirit of commercial enterprise Jardine, Matheson & Co., Ltd., General Managers of the Indo-China S. N. Co., Ltd. have for well over a hundred years maintained services between Calcutta and Canton, and later to the Straits Settlements, India, Borneo, Japan and French Indo-China ports. In 1872 the Indo-China was born and included in the Company's Fleet to-day are new fast steamers very well equipped for the carriage of "A" and "B" class Passengers. They are specially designed for FAST Passenger and Freight Traffic, particularly on the China Coast, and among the many innovations in the steamers recently built are SILENT ELECTRIC WINCHES and the PUNKAH LOUVRE system of FORCED VENTILATION throughout the Passenger Accommodation thus maintaining the distinguished reputation of their famous predecessor of 1824 in being "FAR FROM TYPICAL COASTERS."

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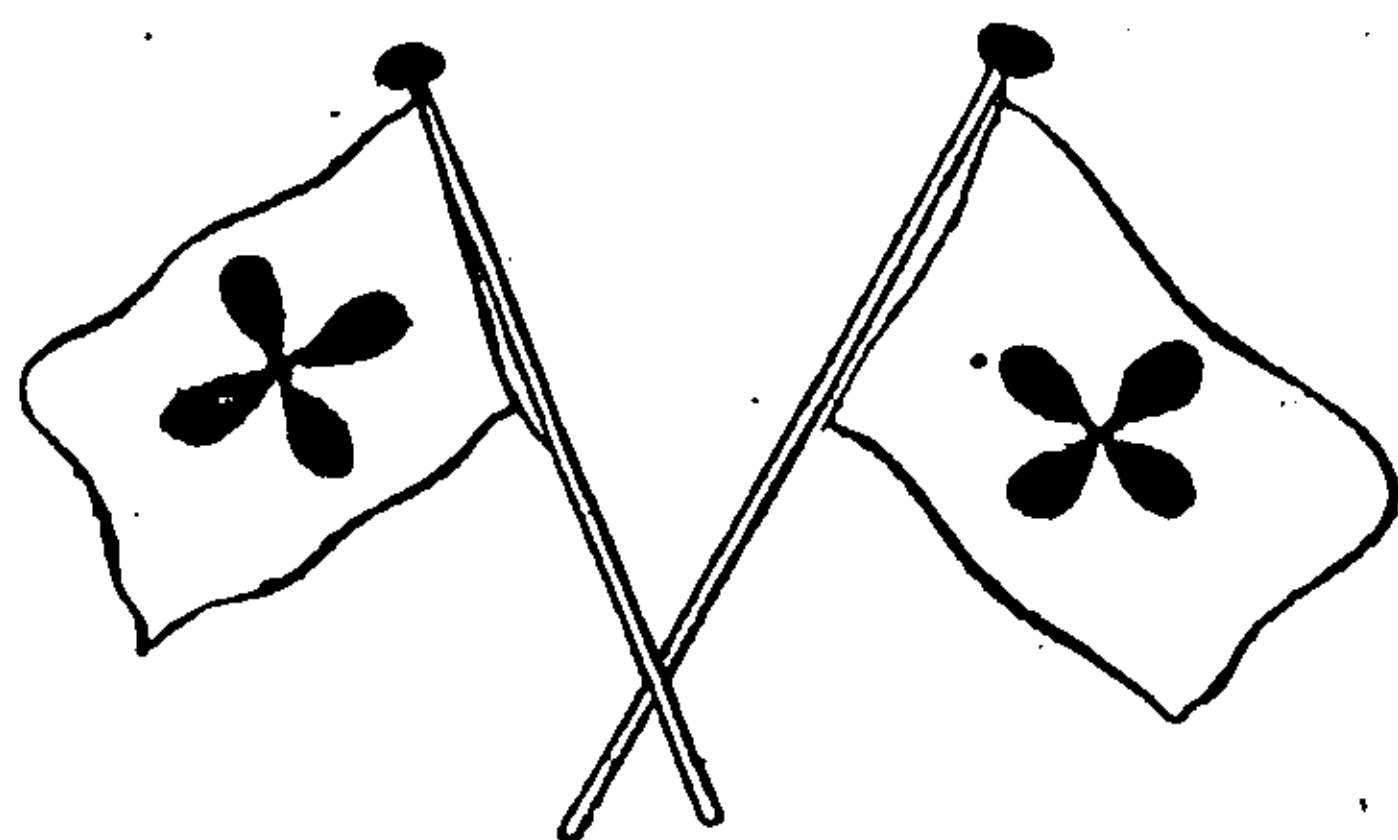
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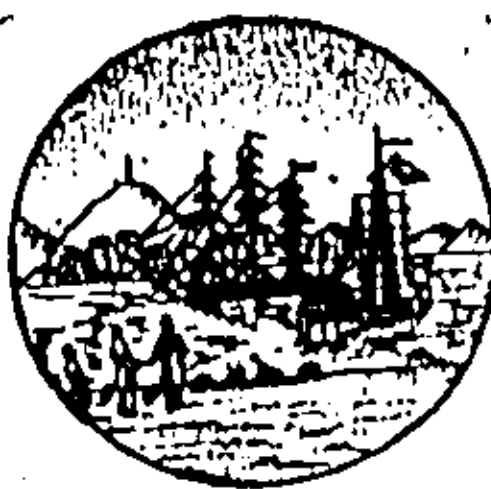
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DOUGLAS LAPRAIK & CO.

TELEPHONES 28037—28038

1841



1941

China Coastal Shipping

(Continued from Page 34)

The foremost British Companies are the China Navigation Co. (managed by Messrs. Butterfield & Swire) and the Indo-China S. N. Co. managed by Messrs. Jardine, Matheson & Co. These two Companies control fleets in respect of tugs, lighters and other small craft, bulks, pontoons and valuable shore properties. The China Navigation Co. has direct services established between Canton & Hong Kong, Swatow, Amoy, Foochow, Shanghai, Tsingtau, Chefoo, Tientsin, Newchwang to the north, Hoihow & Haiphong, Bangkok, Singapore and the Philippine Islands to the south, and branch services up the mighty Yangtze River and all the principal and remote inland waterways of the Flowery Republic.

The China Navigation Company was formed more than 50 years ago and began in a modest way with a small paddle steamer. Today, the Tankoo steamers are to be seen by scores in the China seas and in design and equipment are thoroughly well adapted to the peculiarities of the trades in which they are permanently employed. From both business and technical points of view the progressive changes in the types of China Coasters is interesting and informing, and the China Navigation Co. is renowned for its enterprise and foresight in this respect. Of equal importance in Hong Kong and Coast shipping is the Indo-China S. N. Co., Ltd. This Company was formed in 1881, but for many years prior to that its general managers, Jardine, Matheson & Co., Ltd., operated a fleet of steamers, the descendant of which is the Indo-China S. N. Co.,

The Company also owns its own Wharf on the Praya in the most central position of all.

The British Hong Kong, Canton and Macao Steamboat Co. has a model fleet of river craft and are the pioneers of the Canton River steamer carrying trade.

Although the development of steam tonnage has been so rapid and thorough on the China coast and inland waterways, junk traffic still prospers. True, junks do not go so far afield as formerly, but they still carry large quantities of merchandise between Hong Kong and the Canton and West Rivers and ports along the coast of China, Indo-China, Hainan, etc.

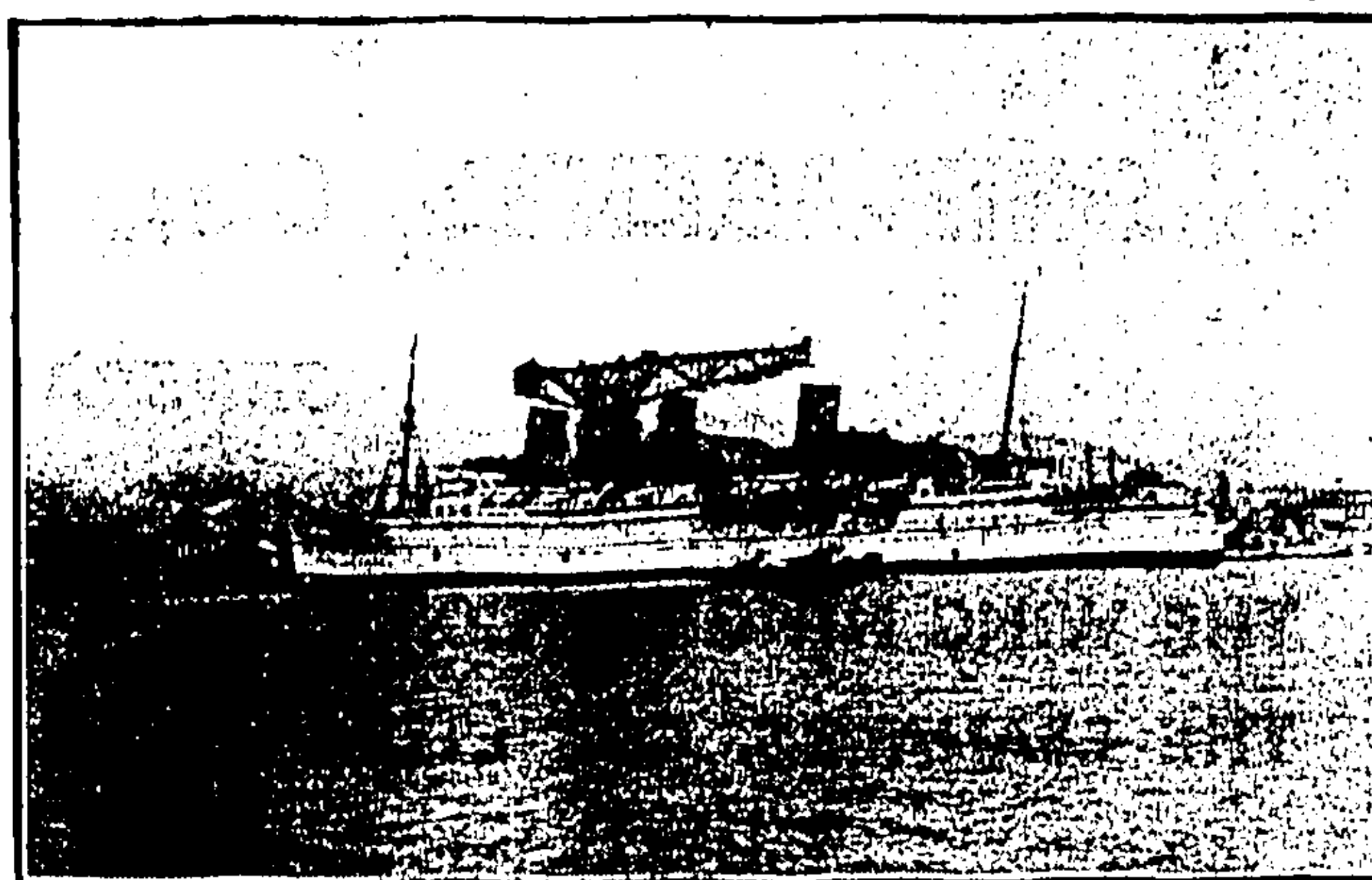
The effect of shipping on the Colony is incalculable. Trade is the *raison d'être* of its existence as a British Colony and the recent appointment of Sir David Owen to go into our harbour facilities indicates that everything will be encouraged which is calculated to maintain Hong Kong's position as the premier shipping port in Far Eastern waters.

Given a restoration of political stability, the future of British Far Eastern shipping is assured. It will have its ups and downs in accordance with the vicissitudes of world trade but its strength and vitality as the result of characteristic sound and enterprising management will continue to produce full effect. The Government is wideawake to the potentialities of the future and intends to provide the requisite materials for attracting further shipping activities. Bountiful as nature has been, the development of science in trade and industry necessitates a re-arrangement of the primitive scheme of things. Much in this

been running to the Peninsula a year or two previous to that date. In 1840 the Company was extended into the Peninsular and Oriental Steam Navigation Company, being incorporated by Royal Charter. As it was practically the same Company, though enlarged, its foundation, however, dates from the formal opening of its first mail service in 1837. Its jubilee in 1887 was signalled by the construction of four steamers amounting together to 26,000 tons and costing little short of £800,000.

Like most commercial undertakings, the Company has now and

by the canal. Hence a new fleet had to be built with what speed was possible (under financial conditions the reverse of favourable) and such other changes wrought in the general system of the Company as to harmonise its equipment with the requirements of a new era. This resulted in a distinct improvement, and from then, up to the pre-war period, a steady rate of progress has been maintained. One hundred years ago, the whole trade of Great Britain with the East did not amount to more than £20,000,000. Today, it is at least five times that figure. What share the Company

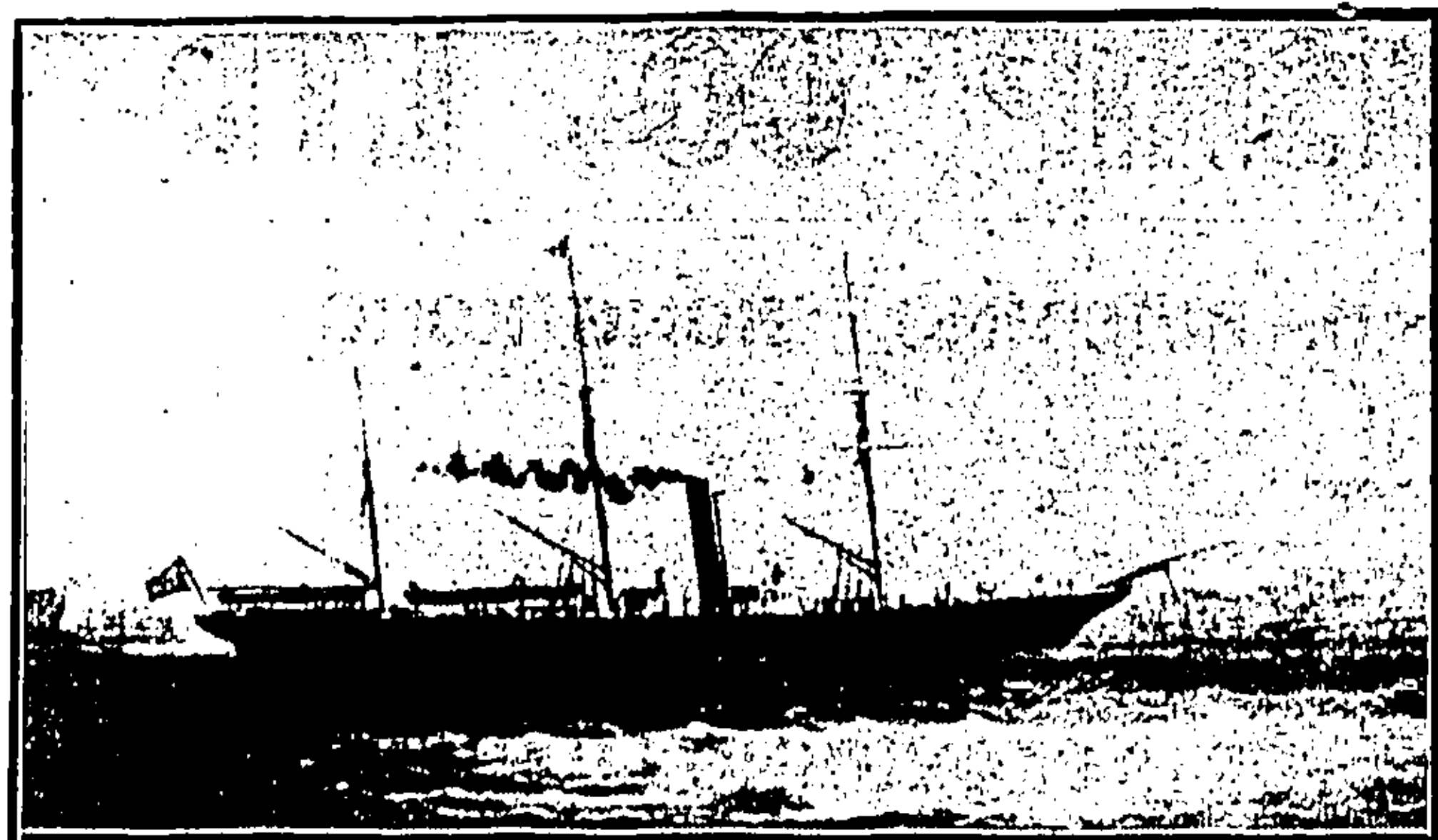


The largest liner now on the regular Hong Kong service in normal times, the Empress of Japan, under the giant crane of the Kowloon Dock.

then experienced serious reverses and on more than one occasion its fortunes have been at somewhat low water. Notably, the opening of the Suez Canal so altered the conditions under which the Company had worked for more than thirty years, that in a short time its revenue fell off to the extent of nearly half a million, while its ships, and to a considerable degree its existing organisation, were found unfitted to cope with the new order of things inaugurated

may have contributed towards the growth of this vast commerce cannot of course be defined, but when it is remembered that for upwards of 33 years the Company was almost the exclusive carrier by steam to India, China and Australia, and that during that period the correspondence, the exchanges, the transport of bullion and the more precious merchandise depended entirely upon its organisation and working, it may be

(Continued on Page 40)



The Douglas Co.'s "Undine" 1861. From a print by J. W. Jefferson in the Chater Collection. (Photo: King's Studio).

Ltd. While its steamers run in friendly rivalry with the China Navigation Co. in the China Coast trades, it also has a line of large passenger and cargo steamers to India with termini at Calcutta.

In the case of both these powerful British Companies they have organised their resources on similar lines and they have played the most important part in the modernisation of China's coastal carrying trade. Although the sphere of operations of the China Navigation Co. and the Indo-China S. N. Co. is in Far Eastern waters, both Companies sent a full quota of ships for service in connection with the Great War. The Douglas Steamship Co. which since 1883, has traded between Hong Kong, Swatow, Amoy and Foochow shares honour with the bigger British Companies for tenacity and enterprise. This Company (now linked with Williamson and Company) owns fast up-to-date steamers which are greatly favoured.

respect has been done already but more land is to be reclaimed, new channels dredged, additional berthing and storage accommodation provided.

Facilities of communication by railway with the prosperous central provinces of China will be afforded on restoration of the shortlived facilities of the Kowloon-Hankow line which will enhance the value and importance of Hong Kong as a shipping centre.

The P. And O. Company

One of the main connecting links between Hong Kong and the home country was, until the present war, the Peninsular and Oriental Steam Navigation Company, whose local offices, under the management of Messrs. MacKinnon Mackenzie, are situated in their own building in Des Voeux Road.

The Peninsular Company was founded in 1837, although the steamers it owned had actually

When The China Provident Loan & Mortgage Co., Ltd. first opened its doors in the year 1899 its major business was advancing money against real estate, securities and produce, specialising in "Tontine Loans", the vernacular for House Purchase Loans to enable local residents to purchase their homes on the instalment purchase plan over 10, 15 and 20 years at a cost very little more than the rent they were paying. Due to the increasing value of property in Hong Kong, however, this type of business has fallen away, and the Company has concentrated on warehousing, lighterage and land transport, but the "Tontine" facilities still remain to those who may be interested in purchasing their own homes in the Colony.

The business in loans on cargo grew to such an extent that it was essential that the Company had its own godowns in which to store goods under lien to them, and in 1908 the Company purchased Nos. 171/8 Connaught Road West, where its Head Office is situated to-day. The Company has since acquired other properties and now operates in the West Point district, which is the Chinese business centre of the Colony, no fewer than 41 large godowns, capable of accommodating over 250,000 tons of cargo.

In conjunction with its ware-

house business the Company operates Lighterage, Motor Transport and Forwarding Service with correspondents in all the principal ports of the Far East, America, Europe and Australia, and also undertakes Fire and Marine Insurance business, being Agents for The Yorkshire Insurance Co., Ltd. of London.

The Company, under license from the local Government, operates bonded warehouses for tobacco, liquors, beer, petroleum and spirits of wine at West Point.

One of the more recent additions to the Company's activities, which is possibly better known among local residents, is the efficient Baggage Transfer and Household Removals Service, including packing for shipment to all parts of the world, which is widely used by the large floating foreign population of the Colony. Although this type of service has been duplicated by many other firms in Hong Kong, its service has not been surpassed.

Through these diverse activities the Company can offer local merchants and residents a unique "All-in" service.

The Company's name in Chinese, "Kwan Yick Fo Chong", has a very happy meaning in the local dialect, i.e. "mutual benefit to all" thus satisfying the important requirement of "fung shui"—the good luck of the earth.

The China Provident

THE CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

171-178, Connaught Road West,
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SAI YING POON

SUB-OFFICE:— 30879

ESTABLISHED 1898

1841

1941

SHIPPING

(Continued from Page 38)

claimed that its influence in fostering this trade has been equal if not greater than that of any other single agency which could well be brought into comparison.

When it is also considered that in the Burmah War, the Indian Mutiny, the Crimean War, the China and Persian and Abyssinian Expeditions, the Egyptian Campaigns and lastly the two Great Wars, the resources of the Company not only in ships but in material, that its stations, coal supplies and the services of its agencies were availed of by the Government, the variety and importance of the public functions which it has discharged can readily be understood.

The Company has for many years been closely identified with the important duty of mail carrying. It obtained its first mail contract in 1837, the subsidy amounting to £29,600 per annum for a monthly service from Falmouth to Vigo, Oporto, Lisbon, Cadiz and Gibraltar. This having been carried out with great success, the service was extended to Malta and Alexandria, it being carried out with vessels of 450 horse-power.

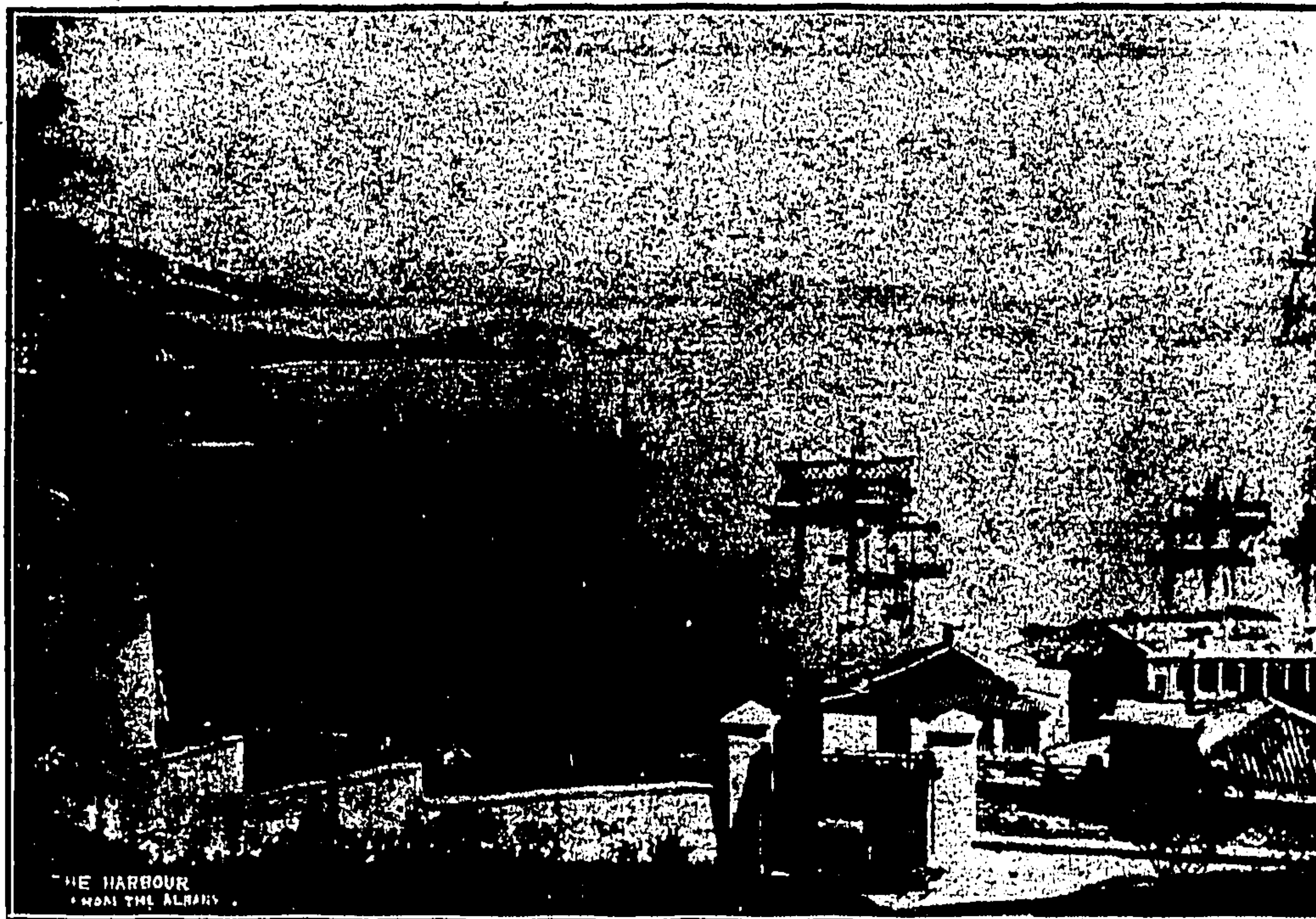
Charter In 1840

In 1839 the question of obtaining a regular and comprehensive steam service was much to the fore. The Company interested itself in the proposal, considering that the enterprise in itself was a necessity of the age, and, as such, likely sooner or later to prove remunerative, and they naturally concluded that the traffic of an Indian service would materially assist their Mediterranean line. They therefore applied for and obtained a Charter of Incorporation in 1840, which was only granted on the onerous condition that the Company should establish steam communication with India within two years. There was no promise of a subsidy, only an undertaking from the East India Company to pay premiums on a certain number of voyages accomplished in the course of a year, of which the total amount was not to exceed £20,000 per annum. The service was started with three vessels of about 1,800 tons and 500 h.p., and the main service was extended in 1844, by its extension to Ceylon, Madras, Straits Settlements and China, this being under contract with the Government.

A Famous Pioneer Of Hong Kong

In 1843 Douglas Lapraik arrived from his native Aberdeen and set up business in Hong Kong as a chronometer and clock maker and to-day, after nearly a century's usage, his clocks are still giving reliable service in the offices of many of the older firms in Hong Kong, including the one that now faces the desk of Mr. S. T. Williamson, principal of Douglas Lapraik & Co. This says a great deal for the man who only a few years after his arrival in Hong Kong turned his attention to local shipping services.

In those early days he developed a sound shipping business between Hong Kong, the Coastal Ports and Formosa, and the business was carried on in his own name until 1883, when he was instrumental in the formation of the present well-known Douglas



A picture of the harbour from the Albany, taken in the early days of the Colony, showing typical examples of the vessels that plied then between Europe and Hong Kong. H.M.S. Tamar is also in the picture.

Steamship Co., Ltd. (Tak Ki Li Si).

In addition to his own shipping line, he had been interested in the formation of the Hong Kong, Canton & Macao Steamboat Company besides some of the earliest dockyards in the Colony, and by this time he was recognised as one of the Colony's principal shipping pioneers.

His name is perpetuated by the firm of Douglas Lapraik & Co., General Managers of the Douglas Steamship Co., Ltd., one of the oldest firms in existence in Hong Kong to-day.

From the beginning the Douglas S.S. Co. has done everything possible to keep well abreast of the times in the provision of fast and luxurious travel accommodation on the route they have traversed for the greater part of a century, and it is interesting to compare their most recent acquisition, s.s. "Haitan," 3550 tons gross, with the "Albay," 541 tons gross, one of the ships owned by the Company when it was first formed.

Butterfield & Swire

The firm of Butterfield & Swire commenced business in Shanghai in 1837, and opened an office at Hong Kong in 1870. To-day it has branches in all the important coast and river ports in China and in Yokohama and Kobe, Japan.

Messrs. Butterfield & Swire are managers in the East for the China Navigation Company Limited, Taikoo Chinese Navigation Company, Limited, Tientsin Lighter Company Limited and for the Taikoo Sugar Refining Company Limited.

The China Navigation Company's and the Taikoo Chinese Navigation Company's fleets of over 50 steamers are chiefly employed, under normal conditions, trading on the coast and rivers of China, and regular services are also maintained with Indo-China, Thailand, Malaya, Borneo, the Philippines, New Guinea and Islands adjacent thereto.

Messrs. Butterfield & Swire are Agents in Hong Kong, China and Japan for The Blue Funnel Line,

The Australian-Oriental Line, The Orient Paint Colour & Varnish Co., Ltd., and for numerous Insurance Companies, through whom they are in a position to handle all classes of Insurance business.

The Taikoo Sugar Refining Company's Refinery, which is situated in Hong Kong and is equipped with the most up-to-date machinery, has capacity for producing large quantities of Refined Sugar in varying grades and has connections with adjacent and many overseas markets.

Hong Kong, Canton And Macao Steamboat Company

Closely identified with the trade between Hong Kong and the West River is the Hong Kong, Canton and Macao Steamboat Company, whose offices are situated in Queen's Building. The possessors of a fine fleet of boats especially adapted to the needs of the trade, the Company offers unrivalled facilities for cargo and passenger carrying traffic to Canton (when allowed by the Japanese) and Macao. The operations of the Company first commenced in 1865, with Messrs. Augustine Heard and Co. as general agents. Two small boats, a little larger than present day steam launches, comprised the fleet and for the first year a net profit of \$5,675 was made.

To-day there are three large and comfortable steamers on the run.

In 1875, the firm of Augustine Heard & Co. failed and the management of the Steamboat Company was vested in a Board of Directors and a Secretary, which system still prevails. The first secretary was Mr. P. O. da Costa who held office from 1875 to 1884. On his death Mr. Thomas Arnold received the appointment and held it till 1906, when Capt. Clarke was made Secretary. On the latter's retirement in 1918, Mr. John Arnold received the post which is to-day held by Mr. H. da Luz.

(Continued on Page 43.)



Typhoons have several times caused serious havoc among shipping in the harbour. This picture shows the B.S. Co. Tamba ashore after the Typhoon of 1937. She was saved by the Kowloon Dock.

BUTTERFIELD & SWIRE

HONG KONG-CHINA-JAPAN

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CANTON	DALNY	KOBE	SWATOW
CHANGSHA	HANKOW	NANKING	TIENTSIN
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AGENTS FOR BASALT BRICKS

1841

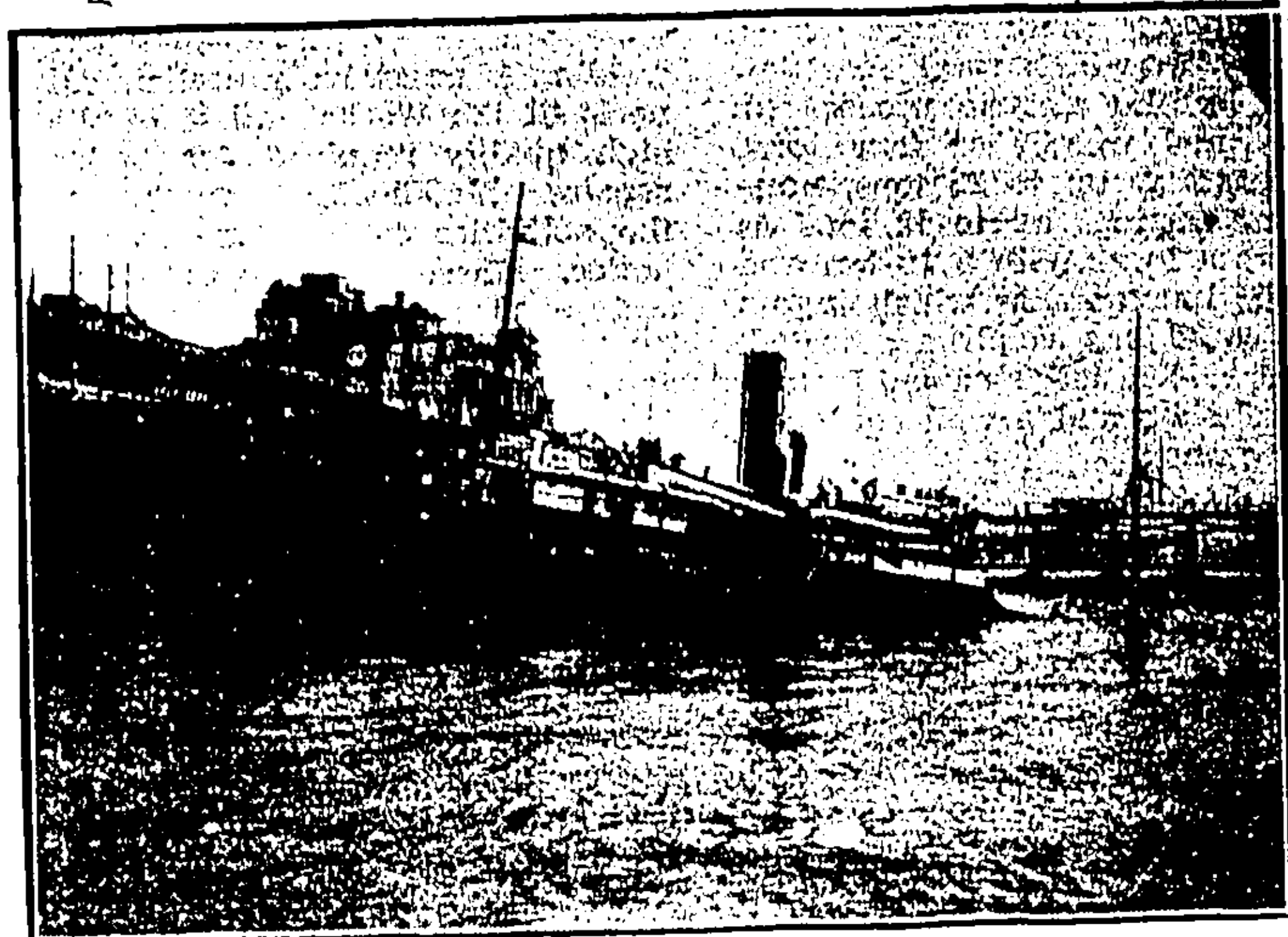


1941

Shipping

(Continued From Page 40.)
The Bank Line (China) Ltd., which first commenced business in Hong Kong in 1909, being established then in the Colony as the Bank Line Ltd., is closely associated with Andrew Weir & Co., Managers of the well-known Bank

52 sailing ships. Following the trend of the times, the firm participated in the transition from sail to steam, and a few years later acquired a large fleet of modern steamers designed to cater for their expanding trades. Once again, moving with the



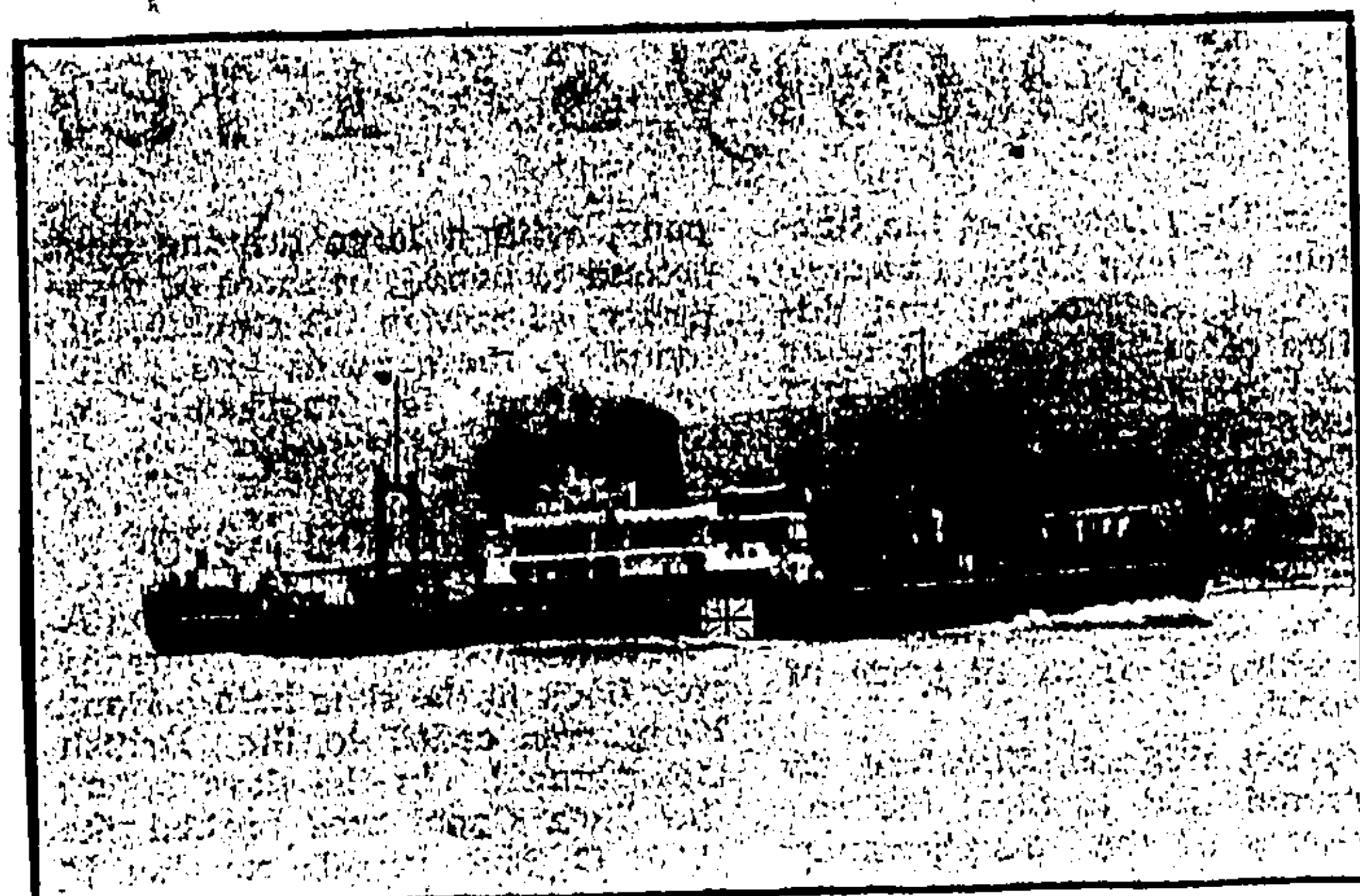
This picture shows another victim of the 1937 typhoon, the An Lee which mounted the Praya.

Line fleet of steamers and motor vessels.

Established nearly sixty years ago in Glasgow by Andrew Weir (now Lord Inverforth) as a ship and insurance brokerage firm, Andrew Weir & Co. became in a very few years the owners of the largest British fleet of sailing vessels, with an ownership of some

times, Andrew Weir & Co. were one of the first firms to appreciate the potentialities of the internal combustion engine, and they are now the owners of a fleet of motor vessels largest by far, in both numbers and tonnage, than any other British ownership.

With the transition to steam, the firm's interests in the Far East



The s.s. Wingsang, one of the modern ships of the Indo-China fleet.

rapidly increased until, in 1909, it became necessary for them to establish their own branch office in Hong Kong to control their Far Eastern connections. The office in Hong Kong was opened in 1910 under the name of The Bank Line Ltd., but in 1934 the office was incorporated as a local company under the name of The Bank Line (China) Ltd.

On behalf of Andrew Weir & Co., the Company controls the Bank Line regular cargo service, maintained with fast diesel vessels, between the Orient and the Atlantic Coast of North America, and on behalf of the same interests they also operate a regular freight and passenger service between Far Eastern ports and South Africa via Mauritius, Reunion and Madagascar.

In addition to acting in a supervisory capacity for The Bank Line Ltd. fleet, The Bank Line (China) Ltd. are controlling agents in the

Far East for Messrs. Ellerman & Bucknall Steamship Co., Ltd., who operate regular services between the Far East and the United Kingdom and, in normal times, the Continent, and also between Far Eastern ports and the Atlantic Coast of North America and Canada. The Company also act as agents at Hong Kong for the Klayness Trans-Pacific cargo and passenger service, and for the cargo service of the Isthmian Line from Atlantic Coast ports to the Orient.

Whilst shipping in all its forms is the principal business of The Bank Line (China) Ltd., they also have large insurance and coal interests. Besides dealing in Indian coals, the Company has for many years been the principal importers of Natal and Transvaal coals, the quantities of the latter imported into Hong Kong in the last few years having reached very considerable proportions.

W. S. BAILEY & CO^{LD}

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1841



1941

Colony's Premier Industry

THE striking beauty of the harbour of Hong Kong is at once the subject of comment and admiration of every visitor arriving in the Colony for the first time. The magnificent harbour, scarcely rivalled in any part of the world, renowned for its deep anchorage no less than for its geographical situation at the gateway to Southern China, inevitably attracts shipping from all parts of the world.

It is not difficult, therefore, to understand that to meet the requirements of the merchantmariner frequenting the Colony, one of the first industries that found a secure foothold after settlement of the Colony by Britain was that of the docking and repairing, and later, of the building of ships.

This, in fact, was one of the primary reasons for establishing a Colony in Hong Kong. Article III of the Treaty of Nanking, ratified in 1843, states, "That it being obviously desirable that British subjects should have some port whereto they may careen and refit their ships, as required, and keep stores for that purpose, His Majesty the Emperor of China cedes to Her Majesty the Queen of Great Britain the Island of Hong Kong to be possessed in perpetuity by Her Britannic Majesty the Queen."

First Consideration

It will thus be seen that the needs of British shipping were the considerations that prompted the acquisition of the island and the passage of time has more than justified the foresight of those who were responsible for its selection.

If 100 years ago, the Colony was dependent upon shipping for its welfare and had consequently to equip itself for the repair of vessels, how much more so to-day. Inevitably, as ships grew larger and more complicated during the Colony's century of development, increasing provisions were made to meet the needs of the times, until to-day, the Colony has several shipbuilding and repairing yards, two of them being of international importance.

How much indeed shipbuilding is recognised as the premier industry of the Colony was shown, first, by the placing of orders in Hong Kong for big freighters of a standard type to contribute to meeting the British Government's urgent war needs, and secondly by the emphasis placed on the importance of Hong Kong's shipbuilding at the New Delhi Conference a short time ago.

Modest Beginnings

Shipbuilding in the Colony, naturally, had very modest beginnings. It is believed that Jardine's were first to do repair work, at a slipway at East Point, but they were chiefly concerned with the care of their own ships.

The industry really began in earnest when docks were opened at Aberdeen, since when the facilities available have increased to the point where shipbuilding and repairing must be regarded as our premier industry.

In the docks and shipyards belonging to the Hong Kong and Whampoa Dock Company at Hung Hom Bay and Shamshui, the greatest trans-Pacific liners can be and are, safely drydocked for bottom-cleaning and periodical overhaul for survey to meet the requirements of the Board of Trade.

The shipbuilding berths are capable of the largest keel being laid up to 15,000 tons weight and even of larger tonnage.

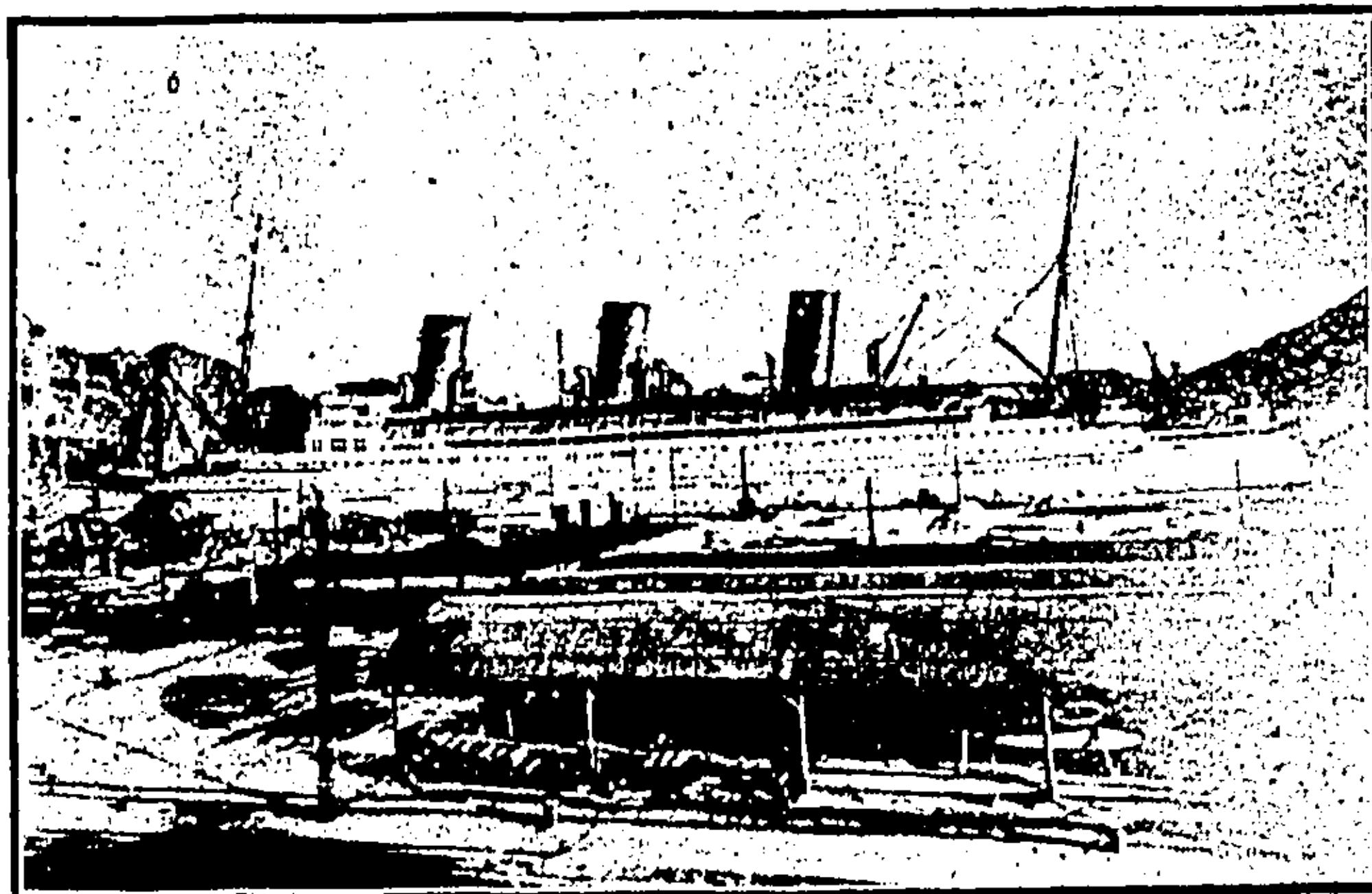
On the other side of the harbour, is another, magnificently equipped establishment, the Tai-koo Dock and Engineering Com-

pany, with a large graving dock second to none. In times of prosperity, as now in the shipbuilding industry, these yards find active employment for thousands of Chinese.

Before Hong Kong

THE history of the Hong Kong & Whampoa Dock Company goes back to the time before Hong Kong was ceded to the British Government. In the days before the Suez Canal was opened the P. & O. had vessels running to Canton and these were docked in Mud Docks at Whampoa, about 12 miles below Canton.

The P. & O. interests were looked after by a Shipwright, an Aberdonian named Couper, who eventually acquired an interest in the docks and left the P. & O.



The "Empress of Japan" in the No. 1 Dock of the Hong Kong and Whampoa Dock Company.

service to take up the business of docking ships. He increased and improved the facilities and built a stone graving dock. In 1856 there was trouble with the Chinese who broke into the establishment, damaged the docks and seized Couper's father who was taken away and never heard of again. An indemnity was paid to Couper who later sold his interest and left the docks which were shortly afterwards managed by Captain Minto.

In 1857, Lamont started the construction of Lamont Dock at Aberdeen in the Island of Hong Kong—later building a second dock, the Hope dock—a very large dock in its time, 380 feet long. After a time the docks at Aberdeen and those at Whampoa were brought under one management to form The Hong Kong & Whampoa Dock Company which was registered as a Hong Kong Company in 1866. Later the Union Docks at Kowloon, Cosmopolitan Dock on the West side of the Kowloon Peninsula and some patent ships were acquired.

Gradually the Union docks from their convenient situation and sheltered position were built up to form what is to-day the Company's principal establishment.

The Company's properties now consist of

I. KOWLOON DOCKS
No. 1 Dock 692' x 83'
No. 2 Dock 434' x 92' 10" — 80' 2"
No. 3 Dock 284' x 61' 8" — 38' 4"
No. 1 Slip 1500 Tons Capacity
No. 2 Slip 900 Tons Capacity

II. COSMOPOLITAN DOCK
462' x 85' 6" x 53' 8"

III. ABERDEEN DOCKS
Hope Dock 433' x 98' x 56'
Lamont Dock 333' x 63' 8" x 43' 6"

Kowloon Docks, as has been said, is the main establishment and is well provided with heavy capacity plant and machinery of the latest types.

In addition to the docking facilities there are two large machine shops, the more modern one being

fitted with a 50-ton overhead crane and large machines including 60" centre lathe, No. 5 Kearns borer, large planers, 9 ft. radial drill, lathe with 65 ft. between centres, with various smaller machines and a test bed to accommodate a 10,000 h.p. diesel engine.

The usual tool room is arranged.

Supplying these shops is a foundry in which steel castings made by the electric process up to finished weight of four tons, iron castings up to 25 tons, non-ferrous castings up to 12 tons as well as a forge with a 10-ton and smaller hammers in which ingots of up to 20 tons weight are forged.

There is a large sawmill and joiners' shop and a well equipped electric shop.

The wharves and docks are well equipped with lifting appliances. At the East Yard where there is

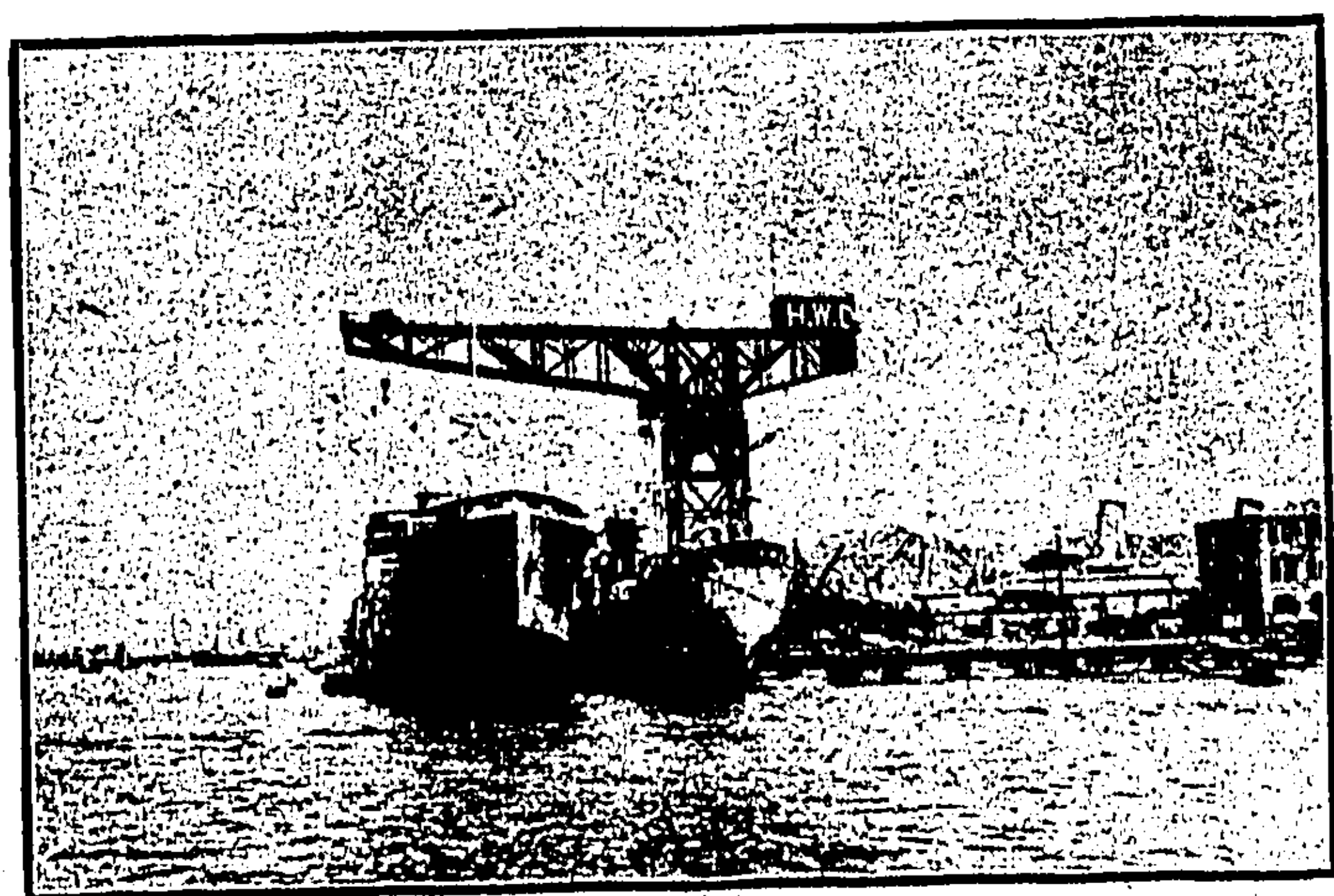
there are now in hand several 9000 ton ships for which the Dock Company are building engines, boilers and a large part of the deck machinery. There are also a few smaller vessels being built.

Heat treatment of steel castings and forgings is carried out in modern furnaces under expert metallurgical control. Electric welding is extensively used in all parts of the Works and is of the high quality required for boiler repairs. Metallising is another of the activities calling for special notice. There are the usual shops and appliances for blacksmiths, coppersmiths, sheet iron workers and plumbers, galvanising, and in fact all the auxiliary work consequent on the requirements of large repairs and building are well provided for in balance with the rest of the Works.

Shop Testing

From its remote situation from sources of supply more work is done in the establishments than is the case in countries where specialist manufactures are available. Thus, shafting with liners, etc. as required can be completely produced, stern frames forged or cast, large iron castings made and machined and there are facilities and stocks of material always at hand for any type of repairs to hulls, engines and boilers.

For years replace or spare parts of diesel engines have been manufactured and in 1936 a sub-licence was obtained from Harland & Wolff for the manufacture of diesel engines of the Burmeister & Wain type. Up to date seven of these diesels have been built—the largest one being 2000 B.H.P. For these engines the Dock Company make their own steel and iron castings including the Chrome-Molybdenum steel piston crowns and cylinder heads, cut their own gear wheels and in fact produce at their own Works every part of the engine except valves springs and fuel injection pumps and valves. The shop testing is done in the usual manner, the engine under test being coupled to a Heenan & Froude dynamometer which is capable of taking loads



The 100-ton crane at Kowloon Dock serving two ships.

crane for quick handling of the lighter lifts. Two 10-ton cranes at the West end of the Works complete the quayside appliances. Each dock is served by cranes running up the dockside. Wharfage space is large but is being increased by the adding of a new deep water berth to accommodate a 600 ft. ship.

The Dock Company is well situated for the extensive programme of shipbuilding which it has in hand. There are building slips and well equipped machine shops capable of accommodating at the same time five 9000 ton ships as well as smaller ones and

up to 5000 B.H.P. at 200 revs. per minute.

Great Stocks

There is a good supply of excellent labour and a large European Staff provides the necessary supervision for prompt and accurate repairs. Great stocks of materials are maintained and any emergency can be met.

The European staff are accommodated near the Works and are thus always at hand when required.

The Docks are easily accessible. (Continued on Page 46)

1841 -- 1941

CENTENARY OF HONG KONG

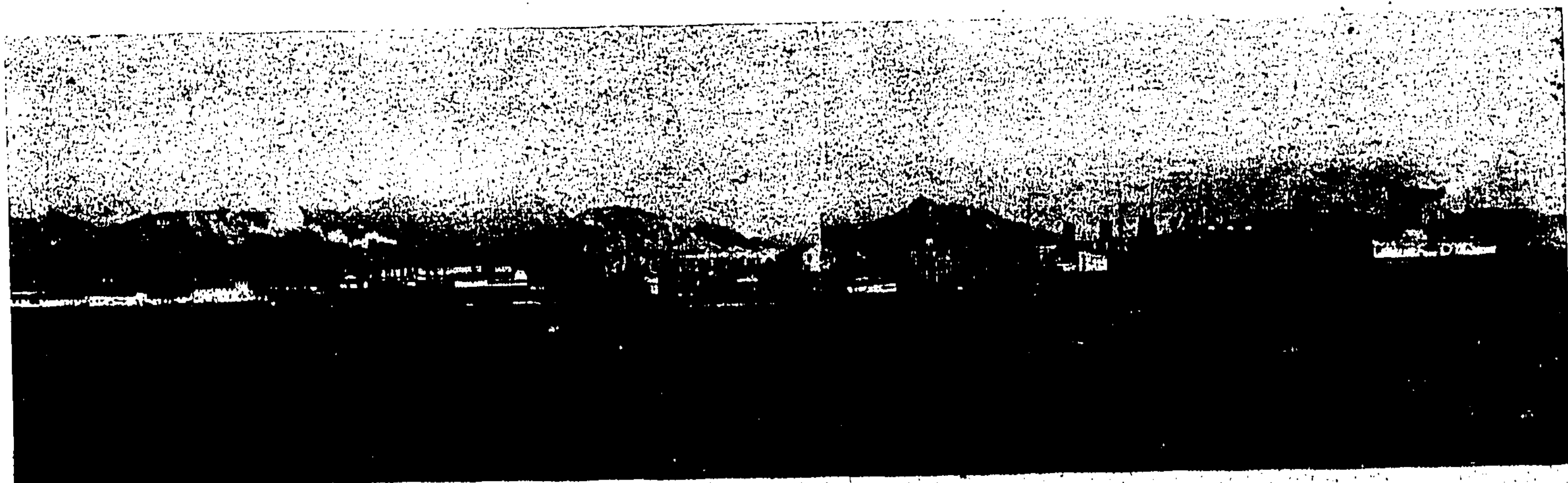
HONG KONG & WHAMPOA DOCK CO., LTD.

BEFORE 1841 MUD DOCKS AT WHAMPOA

- 1845 MR. JOHN C. COUPER, MASTER SHIPWRIGHT OF ABERDEEN ARRIVED AT WHAMPOA ON BEHALF OF PENINSULAR & ORIENTAL COMPANY AND COMMENCED LARGE IMPROVEMENTS.
- 1848 COUPER TOOK CHARGE OF DOCKS AT WHAMPOA.
- 1850 COUPER LEASED DOCKS FROM CHINESE.
- 1856 ARROW AFFAIR AT CANTON. COUPER'S FATHER TAKEN BY CHINESE AND NEVER FOUND AGAIN. DOCKS DAMAGED AND WHEN PEACE RESTORED COUPER COMPENSATED.
- 1857 CAPTAIN JOHN LAMONT WHO HAD CONDUCTED A SHIPYARD AT EAST POINT SINCE 1841 STARTED CONSTRUCTING LAMONT DRY DOCK AT ABERDEEN.
- 1860 FIRST SHIP DOCKED IN LAMONT DOCK.
- 1863 GROUP OF HONG KONG BUSINESS MEN HEADED BY MR. DOUGLAS LAPRAIK BOUGHT COUPER'S INTERESTS AT WHAMPOA. GROUP STYLED THEMSELVES

HONG KONG & WHAMPOA DOCK COMPANY.

- 1864 DOCK COMPANY BOUGHT CAPTAIN LAMONT'S INTERESTS AT ABERDEEN DOCKS.
- 1865 UNION DOCKS STARTED AT HUNG HOM.
- 1866 HONG KONG & WHAMPOA DOCK CO., INCORPORATED AND BECAME A LIMITED LIABILITY COMPANY.
- 1870 UNION DOCK CO., AMALGAMATED WITH HONG KONG & WHAMPOA DOCK CO., LTD.
- 1877 PROPERTY AT WHAMPOA SOLD TO THE CHINESE GOVERNMENT.
- 1879 CAPTAIN SAND'S SLIPS AT WEST POINT PURCHASED AND RELAID AT KOWLOON.
- 1880 COSMOPOLITAN DOCK PURCHASED FROM CAPTAIN SPRAT AND HIS PARTNERS.



- 1941 FROM PRIMITIVE YARDS BUILDING & REPAIRING SMALL WOODEN SAILING VESSELS HAS GROWN THE LARGE AND UP-TO-DATE CONCERN WITH ITS MAIN ESTABLISHMENT KNOWN AS KOWLOON DOCKS.

1841

1941



Rapid Handling Of Repairs

(Continued from Page 44)

by road or water—buses pass the main entrance and taxis at low rates of hire are easily summoned by telephone.

A number of work launches are maintained and harbour engineers visit the ships in harbour on their arrival.

Cosmopolitan Dock is a complete self-contained establishment on the West side of the Kowloon Peninsula. The dock is capable of taking ships of over 10,000 tons deadweight and the Yard is equipped with adequate machine shop, a foundry and the other necessary shops, plant and appliances so that work can be most expeditiously undertaken.

It will be observed that the Company has three docks capable of taking ships over 400 feet long and the result of this is that even in busy times ships are not kept waiting to be accommodated in dry dock.

Aberdeen Docks are kept for overflow purposes and are not used to any extent.

In addition to the small craft referred to already the Company maintains two tugs, the larger being the now well-known salvage tug "Henry Keswick". This tug has worked successfully on ships salvaged from North of Formosa to the Southern Philippines and the Indo-China coast. It is fully equipped with the usual salvage appliances, pumps, air compressors, cargo handling gear, lifeboats and has powerful wireless telegraphy, direction finder and echo sounding apparatus for easily finding its way in fog or difficult waters. European divers as well as Chinese comprise the usual salvage crew up to a total complement of 160 men and the tug is kept ready for service at short notice and, having a good turn of speed as well as tried sea going qualities, can render prompt and efficient service to ships in need.

At Quarry Bay

In 1866, John Swire & Sons started their China business, which has since spread to practically every port in China, by opening a branch in Shanghai under the trade name of Butterfield & Swire. In 1872, the China Navigation Company, Limited, was formed under the management of John Swire & Sons, and normally runs regular services on the Yangtze up to Chungking on the China Coast and overseas to Malaya, Indo-China, Borneo, the Philippines and New Guinea.

Based on their experience in shipowning in China, John Swire & Sons in 1900 decided that a fast growing seaport like Hong Kong needed additional docks and modern facilities for the repair of ships and machinery and therefore leased from the Hong Kong Government land at Quarry Bay on the Island of Hong Kong for the purpose of building a modern dockyard. This was an ideal site for a dockyard as it is immediately inside Lyemoon Pass which is the deep water entrance to Hong Kong Harbour and the land had sea frontage with deep water on the North and the East.

52 Acres

The total area of the dockyard is 52½ acres, about 20 acres having been reclaimed from the sea and the remainder excavated from the solid rock. In August, 1908, the first vessel entered the dock and ship-repairing commenced.

The Company's establishment, situated on the Island of Hong Kong, is a thoroughly up-to-date

and efficiently equipped shipyard and engineering works.

The granite dry dock, constructed to British Admiralty requirements, has an extreme length of 787 feet, length on blocks 750 feet, width at coping 120 ft, width at entrance 93 feet 4 inches at top and 89 feet at bottom, depth of water over centre of sill at high water ordinary spring tides 31 feet 6 inches. To provide for smaller vessels there are three slipways, the largest of which can take up steamers of 4,000 tons displacement.

The shipbuilding yard is complete with a modern plant for the building of vessels of all classes and sizes. The building berths will take vessels up to 500 feet B.P. and the largest ship so far built is M.V. "Breconshire" (dimension: 475'0" x 66'0" x 38'0" (Gross Tonnage 9,776). The yard has a special staff of expert

of "Lanz Perlit" iron which is a hard, easily machined, high tensile iron particularly suitable for the high temperatures and pressures met with in internal combustion and superheated steam machinery.

The boiler shop has a very complete plant for building marine and land boilers up to the largest sizes and plates up to 30 feet long and 2 inches thick can be dealt with. The Company has a large number of the most modern electric-welding plants and undertakes extensive work by this process as well as by oxyacetylene gas, either at their yard or on clients' ships or premises.

Diesel Builders

The Taikeo Dockyard are also special licensees to build Sulzer Diesel Machinery in collaboration with the Patentees, and have spe-

cial licensees to build Sulzer Diesel Machinery in collaboration with the Patentees, and have spe-

cial licensees to build Sulzer Diesel Machinery in collaboration with the Patentees, and have spe-

cial licensees to build Sulzer Diesel Machinery in collaboration with the Patentees, and have spe-

Five-Ton Castings

The shipyard is well equipped with the necessary machinery for handling this work, comprising as it does high-powered Punching and Shearing machines, Plate Rolls, Planing, Drilling and Countersinking machines, and Pneumatic Riveters.

The machinery department is equally well equipped. Marine engines and boilers have been constructed for many of the ships built in the yard, as well as for vessels built elsewhere.

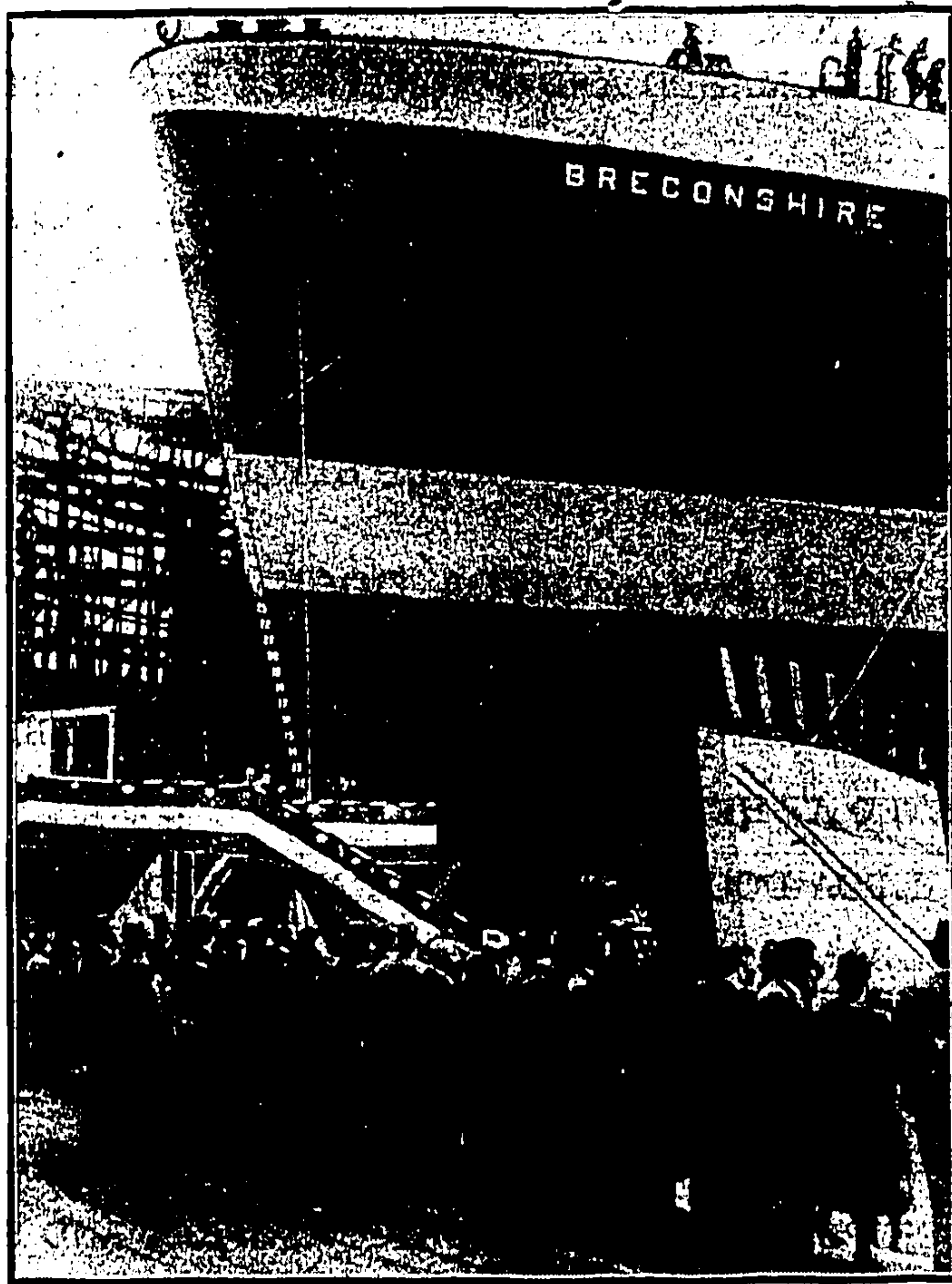
Forgings of all descriptions, from crank shafts to eye bolts, can be manufactured in the adjacent smithy, with its steam hammers and forges, and its staff of expert blocksmiths. The coppersmiths' shop deals with piping of all sizes, and experienced fitters are employed for installation and assembly work of every kind. The foundry is capable of supplying iron castings up to 5 tons and non-ferrous castings up to 1 ton.

For repair work the yard is equipped with modern electrically operated slipways. The fitting out wharves are alongside the slipways and have a depth of water of about 13 feet at low tide. Amongst the larger repair and reconditioning work carried out, the Douglas Company's steamer "Hai Ning" was a noteworthy achievement.

Messrs. Bailey & Co. are sole agents in Hong Kong and South China for the well-known Kelvin motors, both Kerosene and Diesel, and carry stocks of most of the spares needed for replacements.

FIRST LANDING

The official act of taking possession of Hong Kong is thus noticed by Sir Edward Belcher in his "Voyage of H.M.S. Sulphur." "We landed on Monday the 23rd January 1841, at fifteen minutes past eight a.m. and being the bona fide first possessors, Her Majesty's health was drunk with three cheers on Possession Mount. On the 26th the squadron arrived; the marines were landed, the Union Jack hoisted on our post, and formal possession taken of the Island by Commodore Sir J. G. Bremer, accompanied by other officers of his squadron, under a feu-de-jote from the marines and the Royal salute from the ships of war. On the Kowloon peninsula were situated two batteries, which might have commanded the anchorage, but which appeared to be thinly manned; these received due notice to withdraw their men, and guns as agreed by the late treaty."



The launching at Taikeo of the "Breconshire," the largest ship ever built in Hong Kong.

designers and is in a position to undertake shipowners' requirements in a very wide range of craft.

The main workshops cover over six acres of ground and comprise erecting shops, heavy and light machine shops, boiler shop, forge and smithy, iron and brass foundries, coppersmiths' shop, etc.

The machine shops are equipped with the latest type of machine tools for building and repairing engines up to the largest sizes; there is also a complete equipment of machines and tools for building both "Parsons" and "Brown-Curtis" turbines, which the Company builds under special licence from Messrs. Parsons.

Special features of the works are the iron and brass foundries. All work in these departments is under the care of a metallurgical chemist. In the iron foundry special high grade heat resisting castings are produced, the Company being makers under licence

cial modern plant for dealing with building and repairs to Diesel machinery, and a staff with special experience in such work.

The berthing quay wall is 3,200 feet long and for the greater part of its length there is a depth of water of 40 feet. The establishment is well provided with a system of railways, travelling cranes, overhead and stationary cranes, for transporting heavy materials, the largest cranes having a lifting capacity of 100 tons.

The Company possesses a powerful salvage tug with complete salvage gear, and expert salvors.

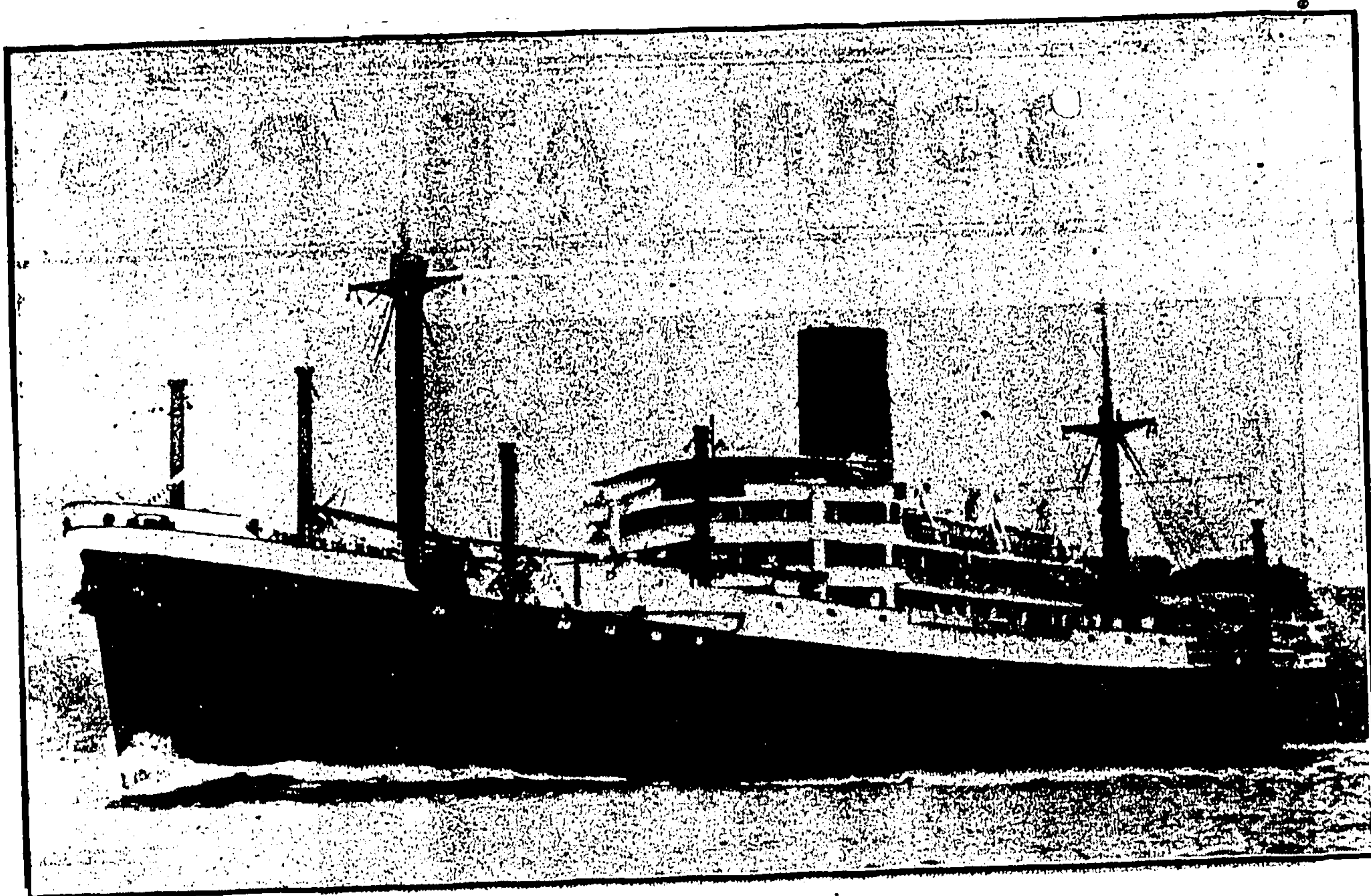
The Company undertakes the overhauling of all types of vessels and the rapid handling of repairs has been made a special feature.

Every Type Of Craft

Messrs. W. S. Bailey & Co., Ltd., which has been established since 1900, has its Office and Works at To-Kwa-Wan, in Kow-

THE TAIKOO DOCKYARD AND ENGINEERING Co. of HONG KONG LTD.

REGISTERED OFFICE, QUARRY BAY, HONG KONG.



T.S.M.V. "BRECONSHIRE"
DIMENSIONS:— 475'-0" B.P. x 66'-0" x 38'-0" MLD.—9776 TONS GROSS

BUILDERS of PASSENGER AND CARGO VESSELS

OF ALL CLASSES
BERTHS FOR VESSELS
UP TO 500 FEET LONG

SHIP & MACHINERY REPAIRERS GRAVING DOCK 787 Ft.- LONG

No. 1 SLIPWAY for SHIPS up to 330' long and of 300 TONS DISPLT.
No. 2 Do. 410' Do. 4000 Do.
No. 3 Do. 300' Do. 2000 Do.

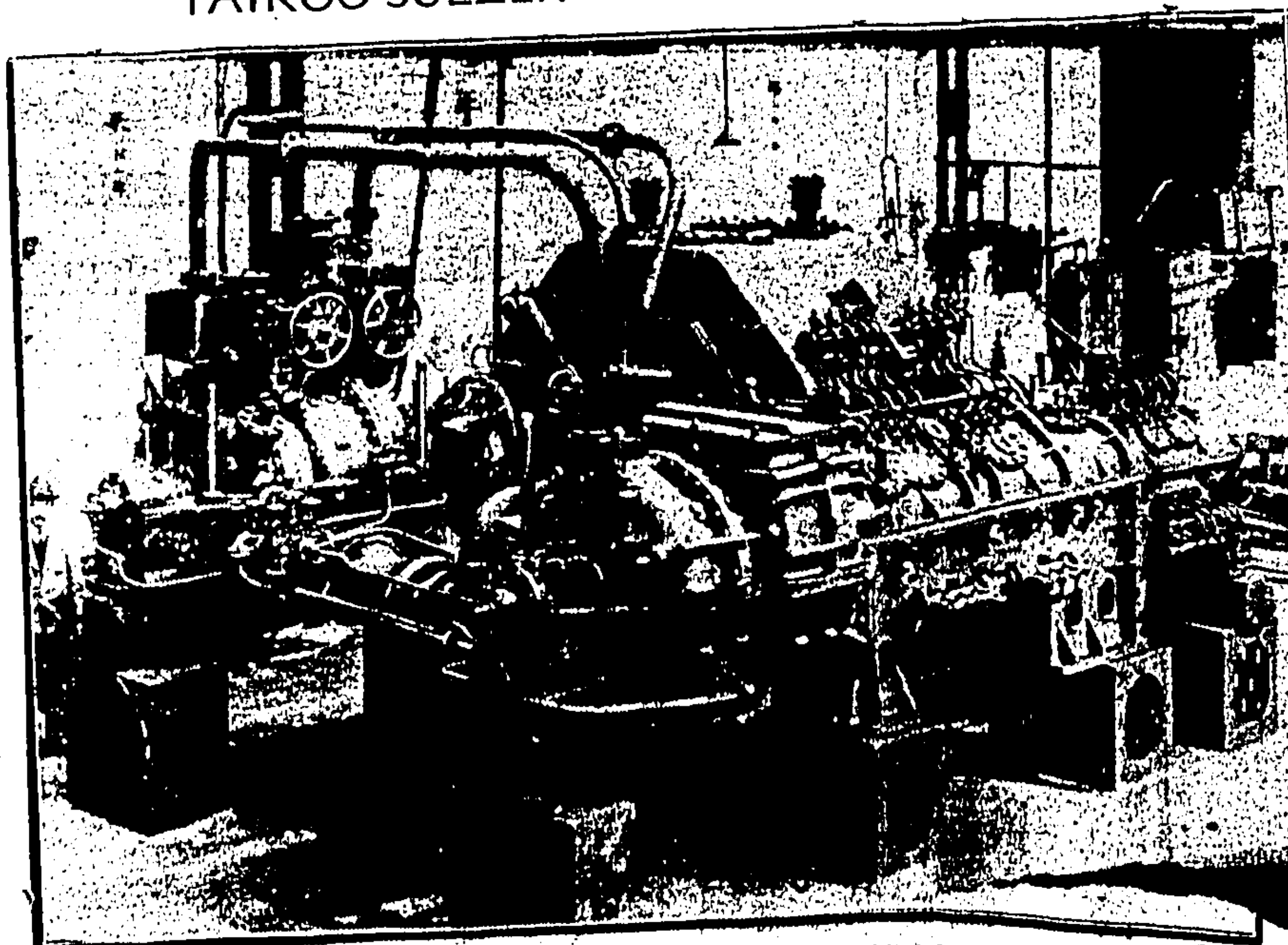
SEAWALL BERTHING
ACCOMMODATION
3200 FEET



TEL. NO. 30211
TELEGRAPHIC ADDRESS
TAIKOO DOCKYARD HONG KONG

MARINE MACHINERY —BOILERS—

TURBINES, RECIPROCATING ENGINES
TAIKOO-SULZER DIESEL MACHINERY



DOUBLE REDUCTION GEARED TURBINES DEVELOPING 2400 S.H.P.

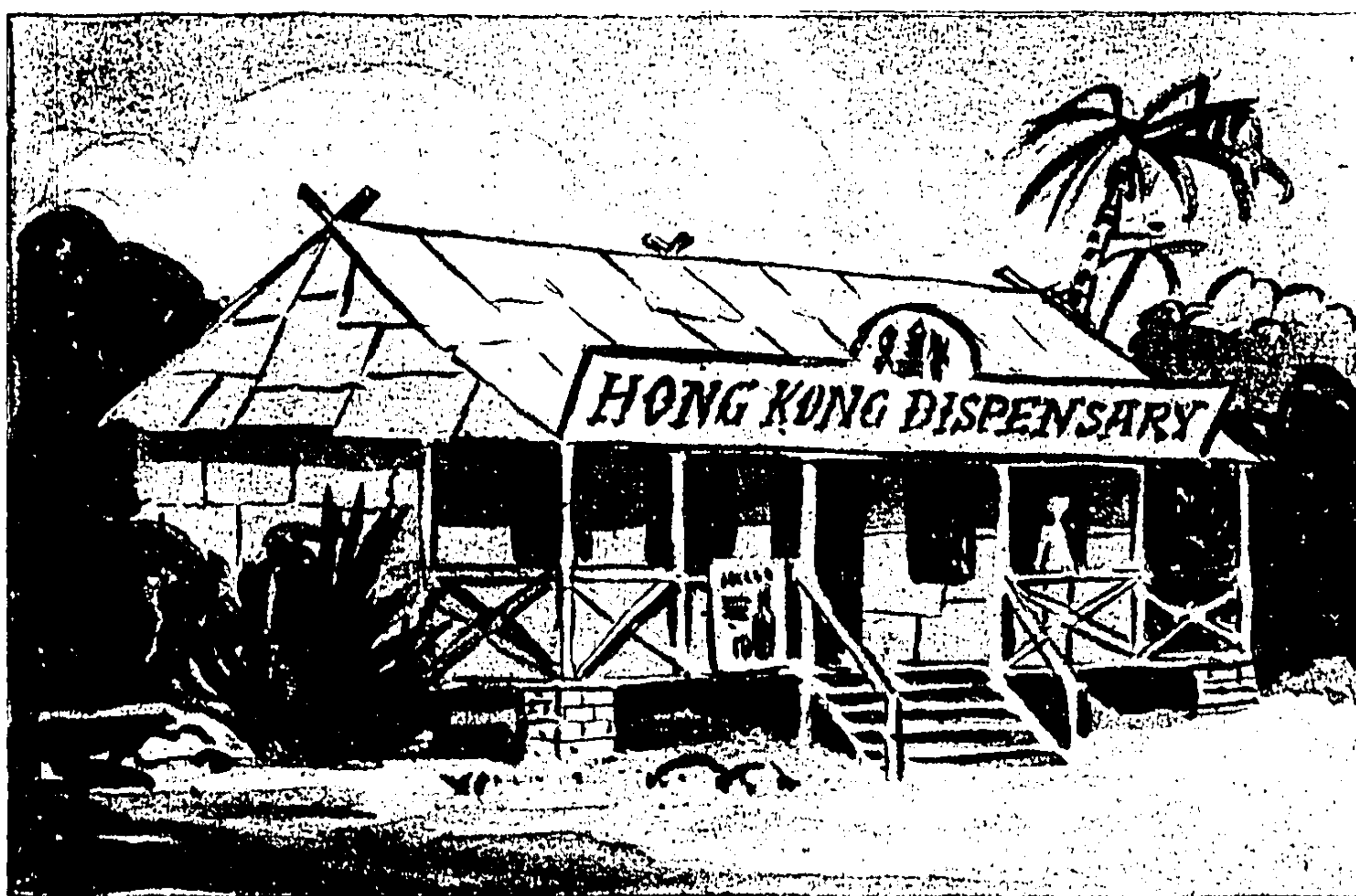
SALVAGE OPERATORS

TUGS & MODERN SALVAGE
EQUIPMENT AVAILABLE AT
SHORTEST NOTICE



One Hundred

• BORN AT POSSESS



An impression of the original establishment of A. S. Watson & Co., Ltd., which was used solely as a Dispensary for the Services stationed in Hong Kong, a name still associated with the retail and dispensing section of the Company's business.

Few firms in Hong Kong distinction enjoyed by A. S. Watson & Co., Ltd. have been contemporaneous, to be matched at Possession Point solely as a Dispensary for

From the year 1858—the successive stages of development, through the years, it has maintained an unrivalled reputation as the main depot for Drugs and

TO-DAY WE ARE KNOWN THRO

TO-DAY, THE NAME OF A. S. WATSON & CO., LIMITED, IS WIDELY RECOGNIZED FOR THE HIGHEST EXCELLENCE; IT IS A FAMILIAR EXPRESSION IN THE VOCABULARY OF NOT ONLY THE LENGTH AND BREADTH OF CHINA BUT ADJACENT COUNTRIES AND ISLANDS.

TRADE MARK



標商册註

A.S. WATSON

LIMITED

AGENCIES:—

John Dewar & Sons, Ltd.
PERTH, SCOTLAND.
Whitbread & Co., Ltd.
LONDON.
Malayan Breweries, Ltd.
SINGAPORE
"Coca-Cola" Export Corporation.
WILMINGTON, DEL., U.S.A.
Eli Lilly & Company.
INDIANAPOLIS, U.S.A.

1841--1941

WHOLESALE, MANUFACTURING AND RETAIL CHEMISTS AND DRUGGISTS

Years of Progress...

MISSION POINT IN 1841 •

g can celebrate their Centenary concurrently with that of the Colony. Such, however, is the unique... S. Watson & Co., Limited. Like that of the Colony, with which its growth and development have... the Company was modest in its beginning, "The Hong Kong Dispensary" being established in a... point by a Naval Surgeon, Dr. F. H. Young, within a few months of the occupation of the Island, for the Services.

date of arrival of the new proprietor, Dr. A. S. Watson, to whom the Company owes its name—through... opment, the Company has steadily expanded its activities and, in addition to occupying the premier... 's, in the manufacture of high-class Aerated Waters in the Far East, it has throughout its history main-... tation for the excellence of its various Watson's Chinese Medicinal Proprietary Medicines, also as the... l Pharmaceutical requirements of the highest quality only.

THROUGHOUT THE EAST

COGNISED AS THE HALLMARK OF THE
VULGAR OF FAMILIES THROUGHOUT
COUNTRIES FROM INDIA TO THE PACIFIC

WATSON & CO

ESTD

1841

AGENCIES:—

Beecham Export Corporation, London.
(BRYLCREAM & BRYLFOAM).
Colonial Dames Inc. Beauty Preparations.
HOLLYWOOD, U.S.A.
Brook's Rupture Appliance Co., Ltd.
LONDON.
Boots Pure Drug Co., Ltd.
NOTTINGHAM, ENGLAND.
S.M.A. Corporation.
NEW JERSEY, U.S.A.



DRUGGISTS, WINE AND SPIRITS MERCHANTS, AERATED WATER MANUFACTURERS.

1841



1941

The Triumphs Of Commerce

THE Colony of Hong Kong was founded to provide British merchants with a base from which they could trade with the Chinese according to British law and under the protection of the British flag. There is no need for me to give the history of British trade relations with China for the century and a half previous to the cession of Hong Kong. That has been dealt with by many authorities on China. I would, however, mention that the commercial history of Hong Kong is a sequel to the East India Company's monopoly of British trade in China which came to an end in 1834, and that the pioneers of the commercial development of Hong Kong were British merchants who had formerly carried on business in the factories of Canton. There they had been subjected to the authority of the Superintendents of Trade, who had been commissioned by the British Government to supervise trade affairs after the dissolution of the Select Committee of the East India Company, and they were still subject to that authority when they transferred themselves to Hong Kong. The first four Governors of Hong Kong also held the appointment of Superintendent of Trade and it was not until 1859 that the two offices were separated.

Colony's Crest

Those who have studied the badge of the Colony will recollect that beneath the Royal Arms is depicted a sailing ship and a junk lying peacefully at anchor in the harbour while in the foreground, amongst some innocent looking packing-cases, a sable-garbed British Merchant, with top hat rampant, carries on a business deal with two Chinese, one of whom is no doubt a broker. This symbolises Hong Kong as the meeting ground of British and Chinese traders but to-day Hong Kong is more than that and when the device comes to be revised room will have to be found for a symbol of the Colony as a bond of union for Eastern and Western culture. But the object of this talk is to concentrate upon Hong Kong as the junction of British and Chinese trade.

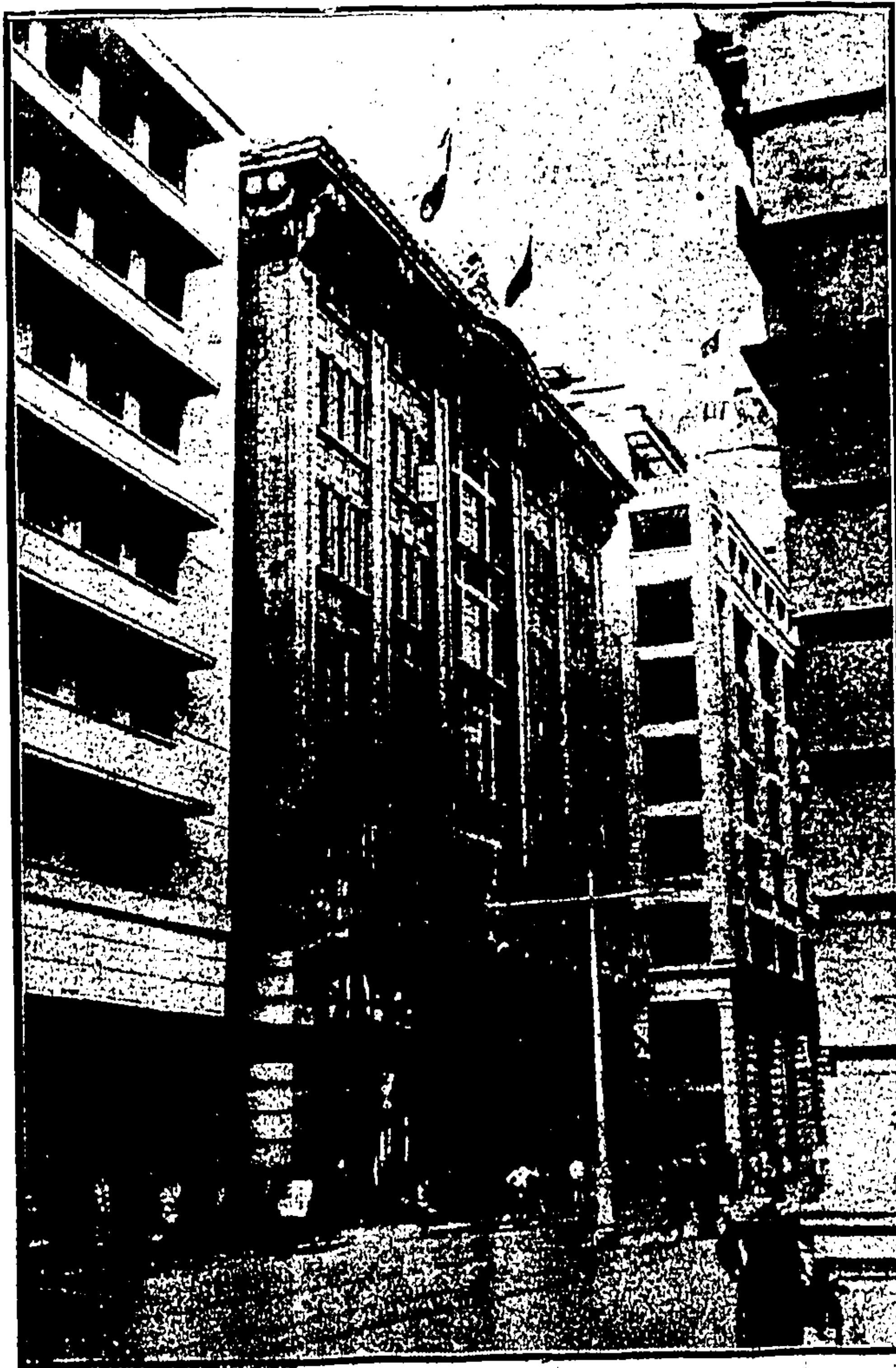
The early days of the Colony were troublesome for which the unhealthy climate conditions were partly responsible. There was constant friction between the business community and the Government and between the latter and the Chinese officials in Canton. Twelve British mercantile houses and six Parsee firms had cast in their lot with the new Colony but none of them seemed to have much confidence in its future. Some of the British firms have survived to this day and it is amusing to read that a partner in one of these firms confessed that if he and his colleagues had not sunk so much money in buildings they would have packed up and left the Colony. This was Sir Alexander Matheson of Jardine, Matheson & Co., who told a Parliamentary Committee in 1847 that in his opinion what was left of trade in Hong Kong would be crushed by the burden of a 'Crown' Colony. Although Sir Alexander might appear pessimistic

Struggled On

I have no doubt that his first hand information of conditions in Hong Kong enlightened the Parliamentary Committee for the ultimate benefit of the Colony. At any rate the young Colony struggled on and as the town of Victoria began to take shape and buildings went

up business expanded with the demand for overseas requirements to supplement the meagre supplies of local material. As early as 1849 (when the Gold Rush started) Hong Kong had become the embarkation point for emigrants from the Southern Provinces seeking a living overseas and, according to Mrs. Winifred Wood's recently published "Brief History of Hong Kong" no less than 44 ships left Hong Kong for California in 1851. The outbreak of the Taiping Rebellion a year or two later led to the first of the many invasions of Hong Kong by refugees from China and this led to a further growth in the emi-

lacking in harmony prosperity was round the corner. It is true that the merchants felt, as they have felt so many times since, that they had practically reached the end of all things. They were particularly incensed at the interruption of native shipping, which was the direct result of the organisation of the Chinese Imperial Maritime Customs under Mr. H. N. Lay, and they decided that the time had come to form a Chamber of Commerce. The idea was that representations to the Governor and the British Minister could be made more effectively by a corporate body than by the few leading merchants who had hitherto



In the commercial centre of Hong Kong. Exchange Building, home of one of the older and more prosperous hongks.

gration traffic not only with California but also with Australia, the Straits Settlements and the West Indies. The scattering of Chinese in so many parts of the world was ultimately of great value to Hong Kong for by their industry most of these emigrants acquired considerable means which allowed them to remit funds in ever increasing volume to their relatives in South China. Thus was built up an invisible export which has formed an important part of the economic structure of the Colony.

Political differences with Canton and the seizure of the Lorch Arrow in 1856 led to an outbreak of hostilities which was temporarily terminated by the Treaty of Tientsin only to break out again two years later. It was about this time that "The Times" came out with its denunciation of Hong Kong as a "noisy, bustling, quarrelsome and discontented little island." But although relations between the mercantile community and Government officials were

sent joint protests from time to time. At any rate the first act of the new Chamber, of which the Chairman was Mr. Alexander Percival of Jardine, Matheson & Co., was to send to the Home Government a memorial on the working of the system of the Inspectorate of Customs in China.

Inception Of The Hong Kong Bank

An indication of the prosperity of the Sixties was the raising of a fund to assist Lancashire Cotton operatives and the spate of public and semi-public buildings which, according to G. R. Sayer, "marks the climax of the munificence of the great mercantile houses." All these memorials of the past mentioned by Sayer are now no more, the Clock Tower, the City Hall, the City Hall fountains, and the Sailors' Home at West Point. But one memorial of the decade, although not exactly public pro-

The History of the
Mercantile Community
As Told By Mr.
P.S. CASSIDY
In A Broadcast Last
Night

perty, still stands. That is the Hong Kong & Shanghai Banking Corporation, which was founded in 1865 by a number of the leading merchants who were not satisfied with the service rendered by the branches of banking institutions with headquarters far away from Hong Kong. It was a bold decision but one which has been thoroughly justified, despite the Bank's somewhat chequered beginning. The merchants of the sixties not only had wealth and courage but they had a generous champion in Sir Hercules Robinson, the then Governor. At a farewell banquet Sir Hercules told the company that before he set out for Hong Kong he had been warned that the merchants were all smugglers and the officials either pirates or something worse. After five years' experience he was able to state, according to Sayer's book, that "the mercantile community are proverbial not only for commercial integrity but for their boundless liberality and hospitality."

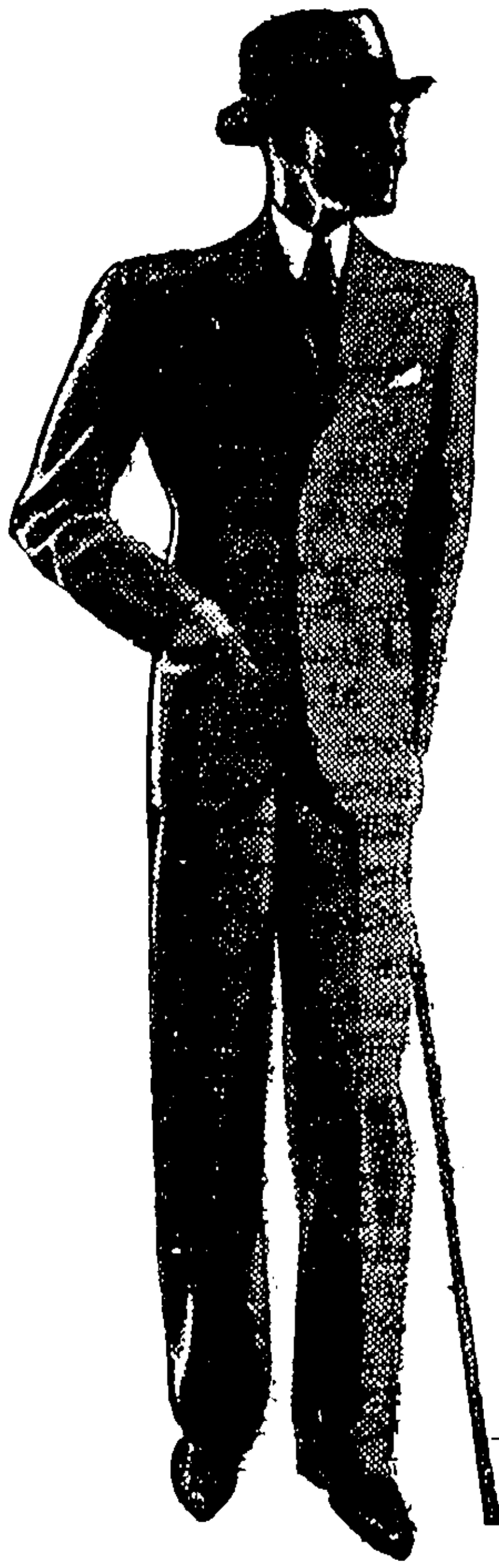
Business Slump

Unfortunately the departure of Sir Hercules Robinson was followed by a serious business slump and the ambitious programme of public works in course of execution landed the Colony in an alarming deficit. This necessitated raising fresh revenue and the Stamp Ordinance introduced by the new Governor, Sir Richard MacDonnell, incurred the fierce opposition of the Chamber of Commerce. The trade depression seems to have affected the temper of the mercantile community for not only was it aggrieved with the Hong Kong Government but it came to the conclusion that the British Minister in Peking "appeared to show great want of sympathy with the British merchants whose interests it was his duty to defend." A year later the Chamber of Commerce proceedings mention a discussion in Parliament on China affairs and reference is made to the "retrogressive policy towards China adopted by the British Government." At this point I can't refrain from mentioning that in recording this in a review of the Chamber's history on the occasion of its jubilee in 1911, the then Chairman, the late Mr. E. A. Hewett, commented "After 40 years these statements unfortunately still hold good to an alarming extent."

By 1870 the Colony seems to have been on the road to recovery after the slump and it is probable that the opening of the Suez Canal had already begun to have its effect. The currency question was exercising the minds of business people as there was a serious shortage of Mexican dollars and trade was handicapped by the number of heavily chopped dollars in circulation necessitating the weighing of all coin passing from hand to hand. The Chamber advocated the re-opening of the Mint, which had had a brief

(Continued on Page 52.)

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1841



1941

Fair Field And No Favour

(Continued from Page 50.)
career during the sixties, but the Government declined to accept the proposal and bade the merchants await the arrival of the new British Trade Dollar, which did not appear until some 17 or 18 years later.

Unfortunately the historical records of Hong Kong dry up by the time we come to the '80s. There is no four volume "Chronicles" such as H. B. Merse compiled in connection with the East India Company's trade in China and G. R. Sayer's scholarly "Hong Kong" reaches an abrupt conclusion in 1865. The records of the Chamber of Commerce are meagre in the extreme and no one seems to have written the equivalent of Hunter's "Fau Kwai in Canton." But we know that dur-

part in the trade of Hong Kong and were associated with many local banking and commercial enterprises. By 1897 Japan, fresh from its successful war with China, was beginning to look to the China market to absorb its surplus manufactures. In that year Lancashire showed concern about its piece goods market in the Far East and a mission, sponsored by the Blackburn Chamber of Commerce, arrived to investigate. This mission, which made a hazardous journey from the Yangtze provinces overland to Wuchow and thence to Canton, collected some valuable information about markets in the interior and rendered a comprehensive survey which was brought to light again when the British Economic Mission of

of living. China as a market called for new methods of approach and between 1910 and 1920 Hong Kong had become the base of a number of British and foreign concerns which did not require the aid of merchants and dealers but built up their own sales and distributing organisations in the interior. Oil, soap, tobacco, Chemicals and Canned Milk were among the commodities which for many years had been handled by merchants but were now being turned over to the manufacturers' own personnel.

Crest Of Boom

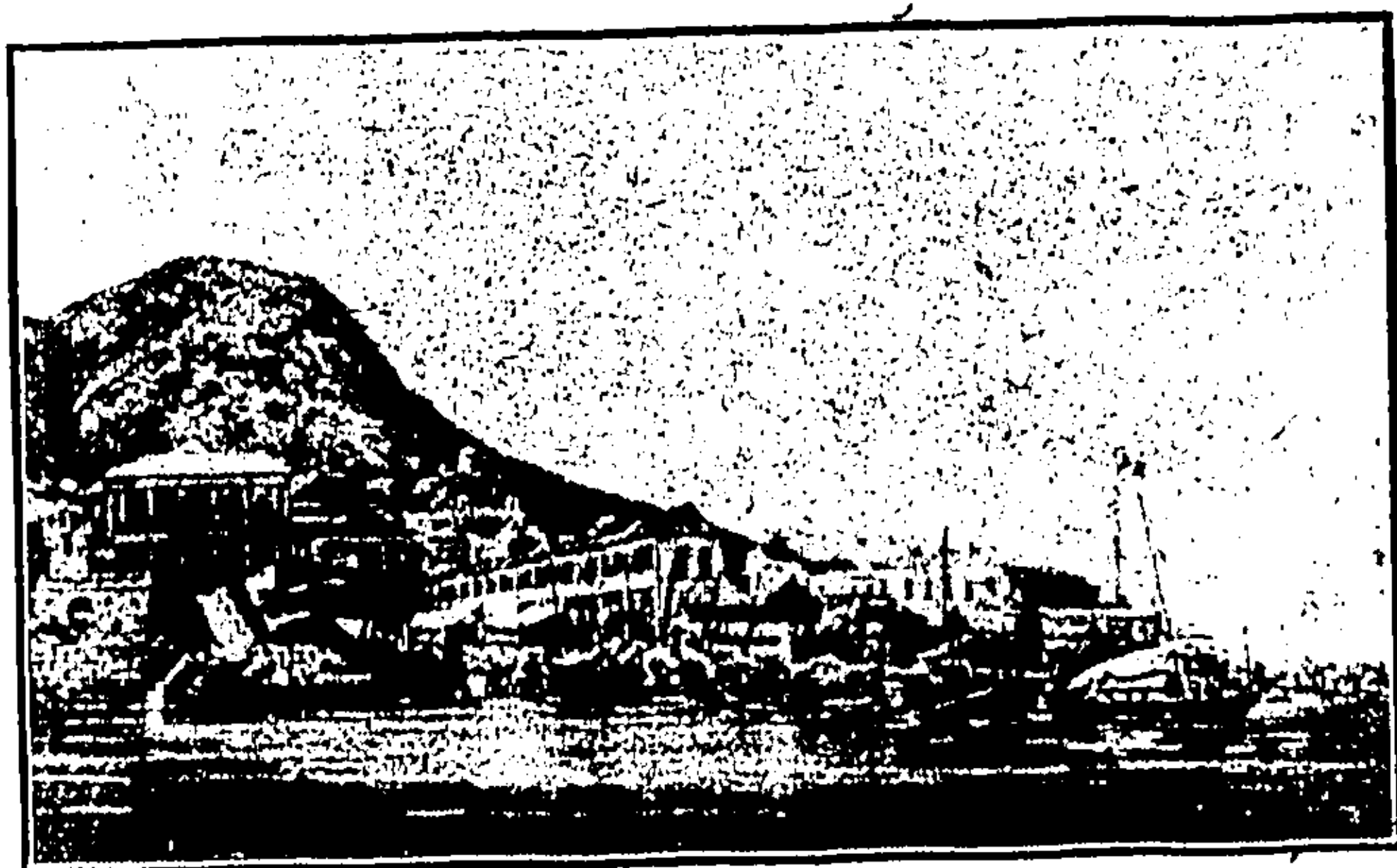
The four years of the Great War was a period during which the trade of the Colony rose to the crest of a boom. Local merchants were given the privilege of liquidating the business of their German rivals and many of them acquired a valuable addition to their normal turnover. Then the demand for China produce for the Allied countries increased enormously and towards the end of the war the Colony derived much profit from the transshipment trade in rice, sugar and other commodities. Between 1916 and early 1920 exchange rose from 1/11 to 6/2 and the volume of import trade reached a very high sterling figure. As was to be expected this was too good to last and the world-wide post war slump hit Hong Kong severely. After a year or two of stagnation trade showed signs of recovery when the strike-boycott of 1925 administered another disastrous blow to the Colony, the effects of which were felt for many years afterwards.

Of recent years the industrialisation of the Colony has proceeded apace. The older industries, such as ship-building and repairing, rope-making, cement

tion to contribute to the production of war supplies required by the Empire east of Suez.

Some Famous Personalities

Towards the end of the last world war the then Governor brought down upon himself the wrath of the Unofficial Members because of a reference to Giants of the Past implying that they, the then Unofficials, were but puny folk. At the risk of making invidious distinctions amongst the business community of the past century, and present company always excepted, I should like to conclude my talk by referring to three individuals who loomed large in the business life of the Colony. Mr. William Keswick was the *tai pan* of Jardine, Matheson & Co. for many years and was easily the outstanding man of his day which ranged from 1862 to 1886. He was Chairman of the Chamber of Commerce for a total period of 8 years and his name is associated with many charitable and social movements which the maturing Colony gave birth to. Sir Thomas Jackson was Chief Manager of the Hong Kong & Shanghai Banking Corporation from 1876 to 1902, with a break in the early '90s. He was the first representative of the Chamber of Commerce on the Legislative Council and he was foremost in guiding the destiny not only of the Bank but of the Colony. I can testify to his lovable character from my personal experience in a very humble capacity but I could also quote the opinion of some of his contemporaries for his stout heart and shrewd com-



Here is a view of the P. & O. Hong at Victoria West in 1951. It is from a water colour in the Chater Collection by G. Chinnery. (Photo: King's Studio.)

ing the '80s there was considerable building development going on and that Sir Paul Chater was proclaiming his faith in the future of the Colony. Many of the Colony's public companies were being formed and the question of registration of Chinese partnerships was ventilated for the first but by no means the last time.

Bi-Metalism

Bi-metalism is a subject which nowadays is as dead as the dodo but in the late '80s and early '90s it was very much alive. Whether the arguments of the merchants of those days were more sound than those of their successors in the 1930s cannot be discovered but the drop in the value of the Hong Kong dollar from 3/5 to 1/11 between 1891 and 1894 was serious enough to provoke discussion of the silver question from all angles. In 1892 the Chamber of Commerce passed a resolution to the effect that "H. M. Government be urged to take such steps as may be possible in conjunction with other Governments to lessen if not remove the serious uncertainty which existed in exchange between silver and gold." The resolution was telegraphed to the London Chamber of Commerce. If there was one. As we know nature was allowed to take its course until we reached the age of managed currencies.

Imperial Interest

Towards the end of the nineties the Home Government, inspired no doubt by Joseph Chamberlain, the first great Colonial Secretary, began to pay serious attention to the progress being made by foreign nationals in developing trade with China. For many years past German merchants had played a prominent

part in the trade of Hong Kong and were associated with many local banking and commercial enterprises. By 1897 Japan, fresh from its successful war with China, was beginning to look to the China market to absorb its surplus manufactures. In that year Lancashire showed concern about its piece goods market in the Far East and a mission, sponsored by the Blackburn Chamber of Commerce, arrived to investigate. This mission, which made a hazardous journey from the Yangtze provinces overland to Wuchow and thence to Canton, collected some valuable information about markets in the interior and rendered a comprehensive survey which was brought to light again when the British Economic Mission of

1930/1 visited the Far East. The records of the Chamber of Commerce mention a Commercial Mission headed by Lord Charles Beresford, M.P., who addressed a crowded meeting in the City Hall in 1899 and according to contemporary reports "preached the gospel of the open door, a fair field and no favour for all."

The first decade of the new Century included the Boxer Rising, the Russo-Japanese War and the events which led up to the Revolution of 1911, all of which had their effect on Hong Kong. The proceedings of the Chamber were mainly concerned with the revision of the Chinese Customs Tariff and the Mackay Commercial Treaty of 1903 but the period was one which held out promise of a vast expansion of foreign trade through the development of railway systems then in course of construction or at the concession stage.

Big Strides

China with its potential sources seemed a likely field for capital investment on the one hand and on the other appeared to offer limitless opportunities for the machinery and surplus manufactures of the West. By this time the trade of the Colony had been transformed from the simple exchange basis of the forties, when silk and tea were traded for Opium and Brummagem ware. It was not until well on into the latter half of the 19th century that Britain made big strides with its export industries but by the time the 20th century was reached Hong Kong had become an entrepot not only for the simple needs of the Chinese consumer but also for many luxuries or semi-luxuries which were demanded by Chinese who had come under the influence of a Western standard



The Praya in the 1860's, showing how some of Hong Kong's pioneer commercial hongs were housed. Prominent display of names was not in those days considered vitally important or even necessary.

manufacture and sugar refining had all been established under British management at various times during the latter half of the 19th century. Since the last war of 1914/18 Chinese enterprise, aided in many cases by British capital, has developed important industries in knitted-wear, torch-cases and batteries, rubber footwear, felt hats and numerous other articles. This expansion of the commerce of the Colony has compensated for the considerable decline in the import trade and has placed Hong Kong in a pos-

mon sense during one of the blackest periods of the Colony's history. The third and last of the trio was Sir Paul Chater who served Hong Kong publicly and privately for more than 50 years and whose vision and unbounded faith was responsible among other things for the development of Kowloon, various reclamation schemes on the Island, the formation of the Kowloon Wharf Company and the growth of the ship-building industry. These three men, at any rate, deserve our gratitude for what Hong Kong is to-day.

1888



1941

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An Industrial Revolution

THE story of Hong Kong as an industrial centre is the most difficult of all to compile with any pretensions to strict accuracy. Until a few years ago, industry just "grewed up," slowly but persistently overcoming all the disadvantages arising from the absence of the raw materials for manufactures close at hand. Then, with the outbreak of Sino-Japanese hostilities, there suddenly developed what was almost an industrial revolution, factories of every conceivable kind sprang up so rapidly that it was difficult to keep track of them.

The thousands of persons who visited the recent China Industrial Fair in Kowloon a week or so ago were almost without exception, astounded by the variety of products which they discovered, for the first time, were being manufactured in the Colony.

The reason for the phenomenal growth in the last three or four years is simple enough. War-stricken areas along the coast and in Shanghai transferred their factories and equipment to Hong Kong. Wealthy Chinese migrated from occupied territory, bringing with them their wealth, and keen to find means of profitable investment.

Millions Of Dollars

It is impossible to give a reliable estimate of the total investments in industrial enterprise in Hong Kong to-day but it runs into many millions of dollars, and manufacturing must now be counted one of the primary interests of the Colony.

Some industries, of course, are nearly as old as the Colony itself. Shipbuilding, for instance, which is dealt with elsewhere.

Sugar refineries, too, were soon well established, and until the severity of competition in the East Indies and the Japanese subsidised refineries in Formosa became active factors competing against Hong Kong, the Colony's refined sugar found its way to India and Malaya, as well as China. The Taikoo Sugar Refinery is still one of the largest and most progressive east of Suez.

The manufacture of portland cement also has a long history. The factory at Hok On was started more than forty years ago, and though its progress has been a series of ups and downs, with vicissitudes that almost threatened the very existence of the industry, the Green Island Cement Company is to-day one of our most prosperous.

Another important industry of long standing is that of rope manufacture from Manila hemp. A modern plant produces cordage that finds favour with the Navy, as well as the mercantile marine through the Far East, and is of such high standard that the products of the H.K. Rope Manufacturing Company are valued in every part of the world. Rope from Hong Kong has gone as far afield as the Russian oilfields in Europe.

Rubber Factories

Brick-manufacture has also attracted considerable enterprise, as have its modern corollary, concrete products. Several well-established firms are engaged in this field of endeavour, and the Colony supplies the greater part of its own needs. Most of the brick-burning kilns in the New Territories are operated by Chinese labour and financed by Chinese capital.

The rubber-manufacturing industry must be ranked among the

leaders in the field, as the result of rapid development in the last few years. Beginnings were made with concentration on rubber-shoes and a substantial trade was built up in all parts of the world. Steady improvement of the products and its marketing at a price with which British manufacturers could not compete, gave Hong Kong rubber-shoes such a monopoly of the market that representations had to be made and long negotiations conducted in order to limit Hong Kong's competitive powers in this field. In recent years, the rubber factories have extended the scope of their enterprises and now turn out a large number of rubber articles of first-class quality.

Small Capitalists

Spinning and weaving goes on in a hundred and one factories, large and small, throughout the Colony, with a concentration, largely, upon the production of cotton underwear and socks. These factories are of such a nature that small capitalists are enabled to start factories with the engagement of women and girls, and not all of these factories are housed in suitable premises. In their aggregate, however, they are sufficiently important to make the knitting industry of Hong Kong deserving of comment in a record of the industries of the Colony.

So greatly have factories multiplied in recent years that a more rigid inspection system was forced upon the authorities and the Inspectorate of Factories and Workshops is now quite an important branch of the work of the S.C.A. and the newly constituted Labour Office.

According to records available, in 1921 there were between 600 and 700 factories operating in Hong Kong, the majority located in Kowloon. It was also estimated that these factories gave employment to about 100,000 workers.

It is, however, pointed out that although many different kinds of goods were being produced in the Colony, lack of capital, proper supervision, technical guidance, and skilled labour were largely responsible for these small and promising industries not improving as they should have done.

The oldest established Chinese factory in the Colony, the Nan-yang Brothers Company, Limited, was opened in 1904. It was the first Chinese factory in the real sense of the word to be established.

As modern ideas permeated, well-equipped weaving factories and electric town-light factories sprang up in up-to-date premises in Cheung Sha-wan, in which thousands of women obtained employment.

Later with realisation of a need for cooperation between factories and for an organisation for expert guidance, a small group of factory owners later projected the idea of a Manufacturers' Union and this was inaugurated in 1934.

Within the last two years, the number of members has increased considerably.

The union has a membership of 250 at present.

Industrial Fairs

The four annual China Products Exhibitions held in the Colony under the auspices of the Union attracted a great deal of attention. His Excellency the Acting

Governor, Lieutenant-General E. F. Norton, paid a visit to the last Exhibition and it is of interest to note that he afterwards expressed the belief that nothing must have surprised the Delhi Conference (held to review the productive capacity of the British Empire in the East) more than their discovery of the extent to which Hong Kong has developed into an industrial centre in the last few years.

Among the Colony's products at present are glass, enamel ware, stationery, toys, fire-crackers, hardware, minerals, leather goods, paint, ink, matches, cigarettes, electric flashlights and batteries, electric lamps and bulbs, rubber goods (shoes, gas-masks, mats, toys, etc.), medicine, tinned food-stuffs, Chinese wines, seasoning sauces and spices, underwear, handkerchiefs, piecegoods, woollens and cloth, socks and stockings, footwear, cosmetics, perfumery, toilet goods (tooth-brushes, pastes and powder, soap, etc.), towels, felt and straw hats, weaving and dyeings, steel-helmets, shoes, shirts, pumping engines, nails, buttons, manganese dioxide and graphite powders, metal window frames, confectionery, biscuits, radio transmitting and receiving sets, telephone and electrical equipment, pencils, household utensils, etc., etc.

Hawker's Luck

The Chy Loong Ginger Factory was started from a very humble beginning by a man named Li Chy who was a hawker of food-stuffs and sweetmeats in a street corner of Canton over a hundred years ago when Europeans first landed in China. One day Chy made a new confectionery, preserved ginger. An Englishman about to return to England bought some of this preserved ginger. Finding it delicious, he ordered a large quantity as presents for his people at home. These presents were so liked that they sent out many repeat orders to China. Later, some-one presented some of this popular sweetmeat to Queen Victoria, who appreciated it so much that she gave instructions that no banquets be without preserved ginger for dessert. Chy received so many orders from England that he had to call in fresh capital to cope with the fast growing business. He therefore entered into partnership with two other gentlemen by the names of Sung and Ip. A factory was built and it was named Chy Loong, the first word being the name of the founder Chy, and the second word meaning "Prosperous." This factory was the pioneer of the Preserved Ginger industry.

Lion's Share

In 1846 the Chy Loong Ginger Factory removed to Hong Kong. News came from England of Her Majesty's pleasure in the products and that Queen Victoria had suggested the "Cock" Brand as Chy Loong's Trade Mark. Soon it became a fashion in all the Capitals of Europe to serve Chy Loong Ginger at social dinners. The preserved ginger trade continued to grow until a turnover of \$6,000,000 annually was reached. At this juncture other factories cropped up to secure a part of the foreign orders, but still Chy Loong was in the lead and enjoyed a lion's share of the business, so much so, a premium has always been placed on Chy Loong's products.

The present management, under Mr. U. Tat Chee, is always experimenting to make new confectioneries from ginger and their latest creation is Chocolate Coated Ginger and American Style Crystallised Ginger.



The romantic story of how the preparation of preserved ginger by a street hawker developed into one of the most important Hong Kong industries is related in this page. Here is the modern factory of the Chy Loong firm, who pioneered in Hong Kong 95 years ago.

THE PO LEUNG KUK

AMONG Chinese charitable institutions in the Colony, the Po Leung Kuk is ranked both as one of the oldest and as one of those doing greatest good.

An institution for the protection of women and girls, the Po Leung Kuk was first established in two of the original houses accommodating the Tung Wah Hospital in 1878. From its very beginnings, the Po Leung Kuk found its resources heavily taxed, and in 1891, financially assisted by Government and, as throughout its existence, public subscriptions, it moved to more commodious premises, the Kwong Fuk Free Temple attached to the Tung Wah Hospital building to Po Hing Street.

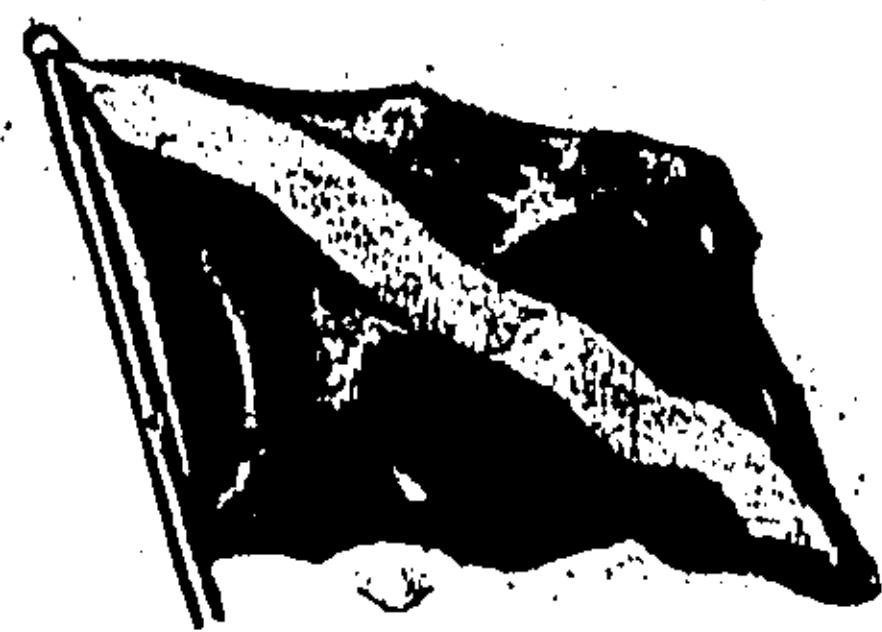
Not until 1932 was the existing \$110,000 building at Caroline

Hill, spacious and in healthy surroundings, made available for the work, which the Po Leung Kuk undertakes.

Owing to the ever-increasing exploitation of young women and girls, under the economic stresses of recent years, the Po Leung Kuk is to-day dealing with between 200 and 300 individuals daily, women and girls rescued from kidnappers or traffickers, mistresses taken from cruel mistresses or who have been taken out of brothels for one reason or another.

Lamates of the institution are given elementary education and are taught various handicrafts, needlework and weaving.

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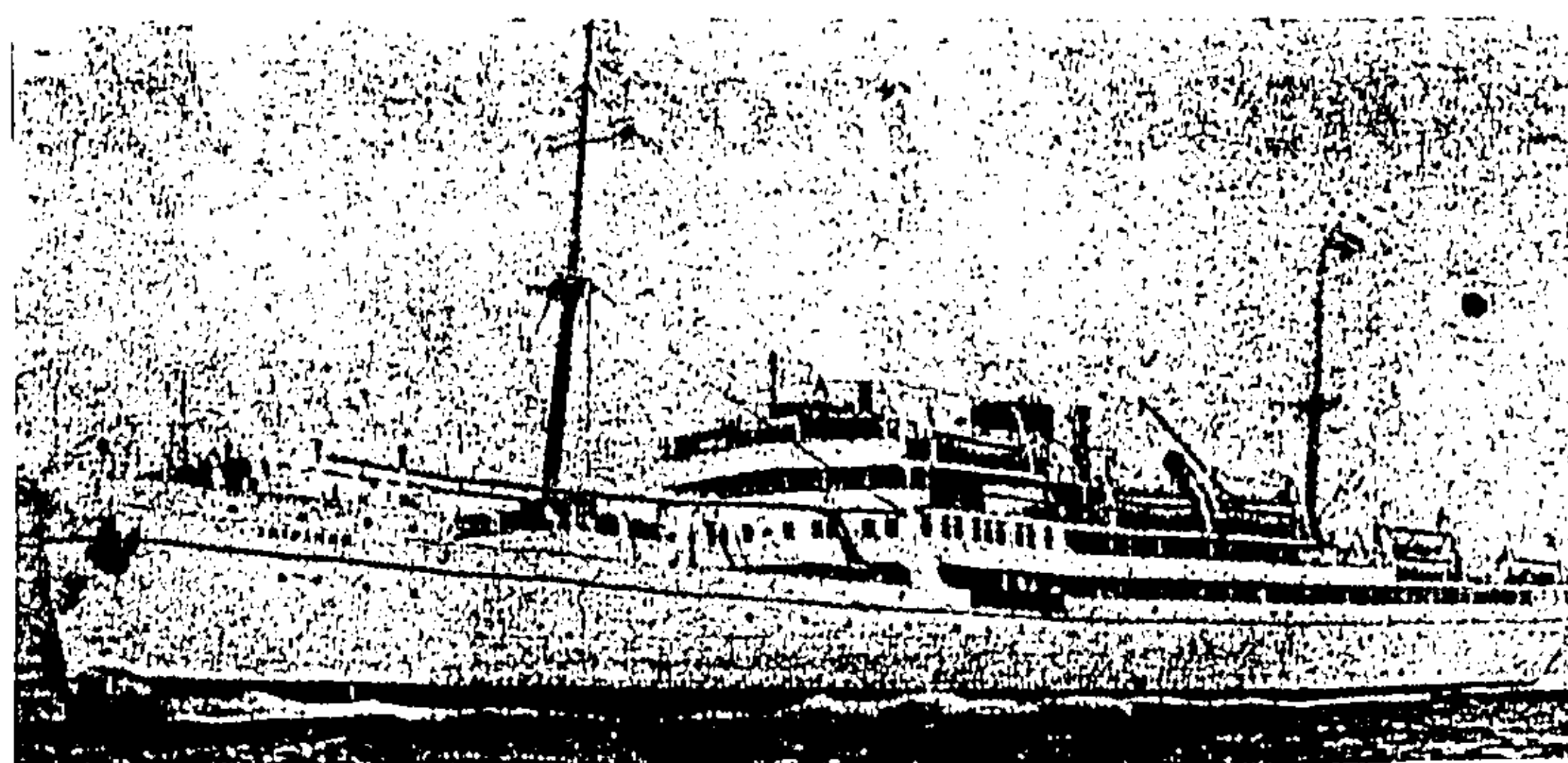
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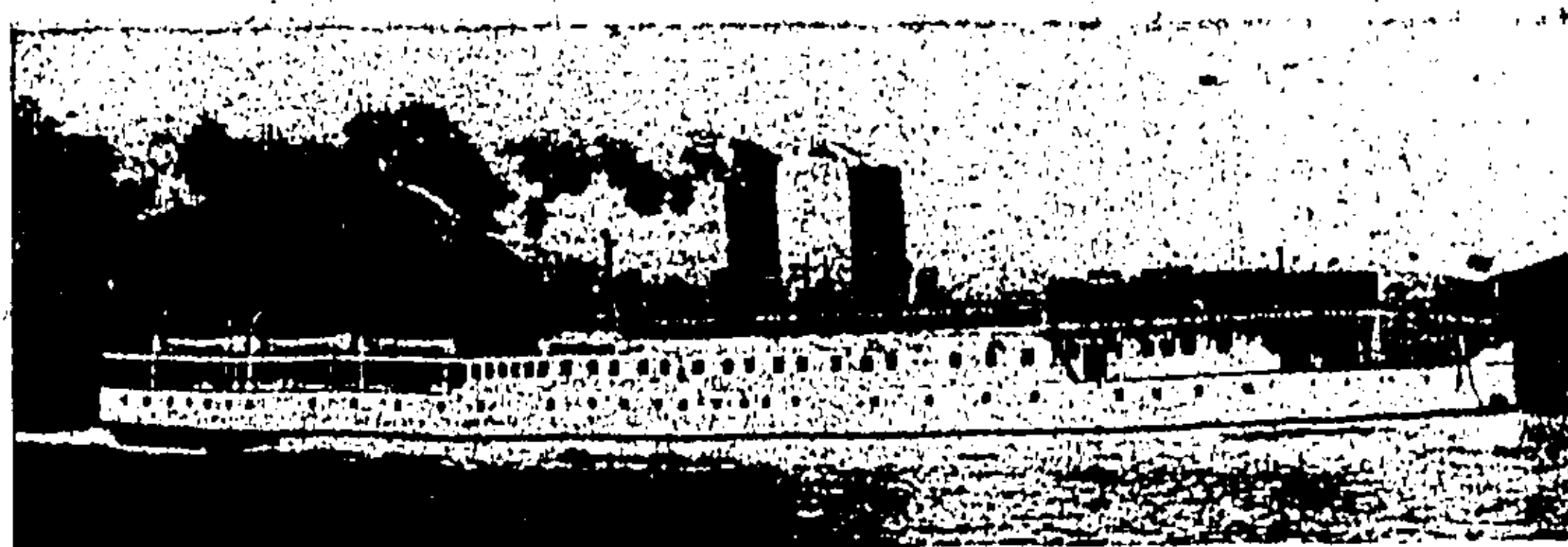
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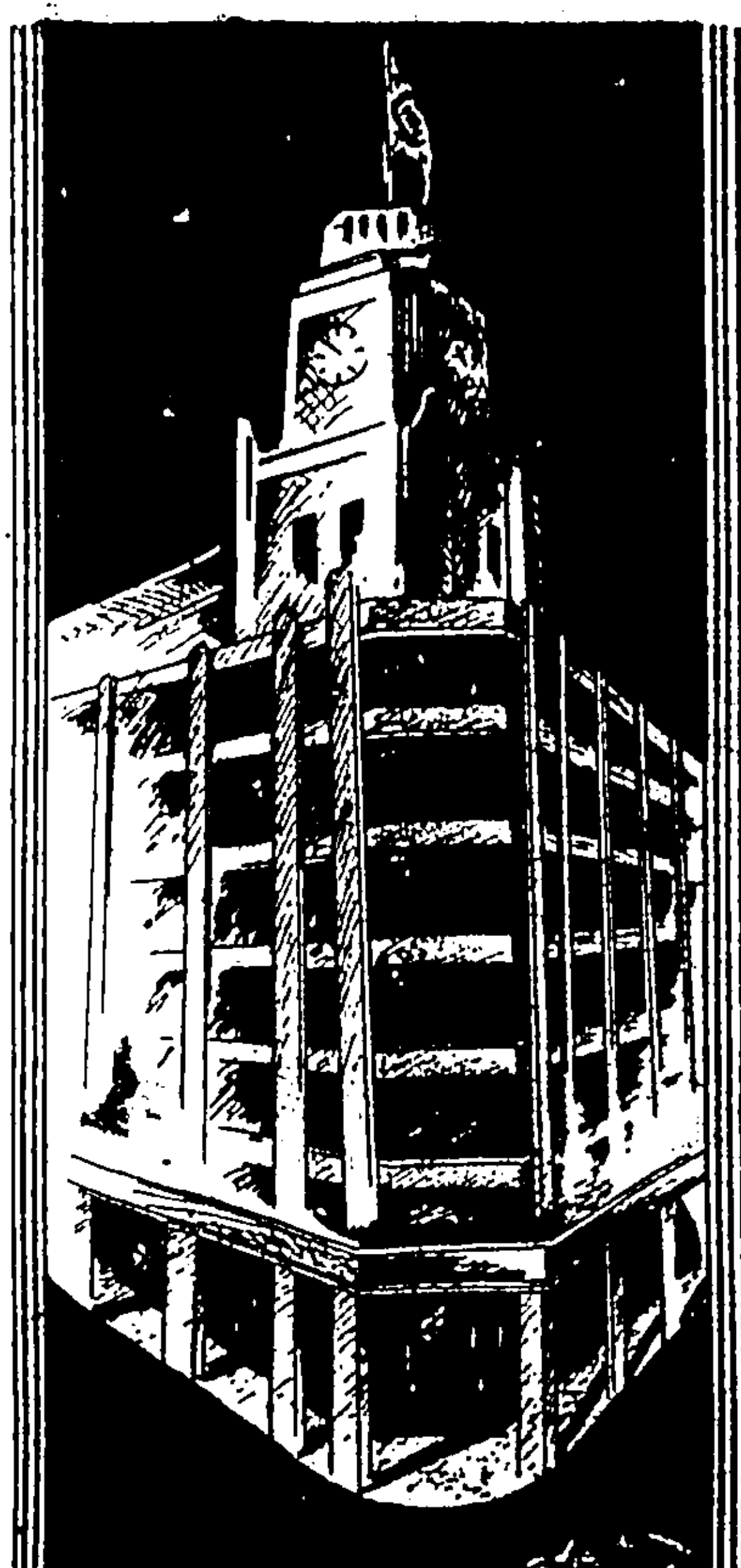
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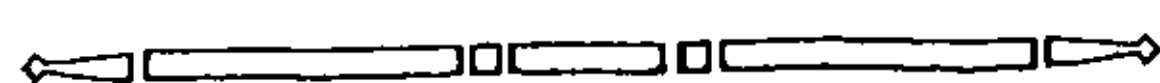
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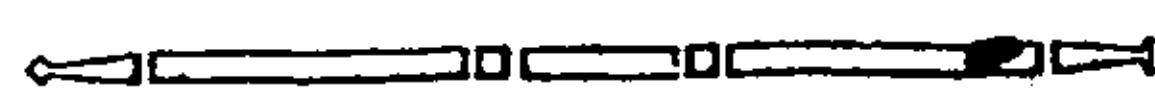
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and many other properties

1841



1941

EDUCATION BATTLES

NOT from the first day of its cession could Hong Kong complain that its religious and educational wants were unheeded. During the governorship of Sir H. Pottinger (1841-1844) the Church of England, the Roman Catholics and Nonconformists were already at work. The Morrison School was founded by the late Rev. Dr. J. Legge, subsequently famous throughout China for his edition of the Classics, and late Professor of Chinese at Oxford. About the same time the Colonial Chaplain, the Rev. V. Stanton, founded St. Paul's College as a training college for native clergy. It still exists after various vicissitudes as a secondary school for boys.

About this time the Government started its interest in Education, this interest taking the form of a grant of \$5 a month to ten small schools and the appointment of a Committee of Education to control it. In 1850 this committee in reporting on the aided schools said "all the teachers are professed Christians" and named Bishop Bone's catechism in a list of the school books—a Chinese translation compulsorily taught to the sons of unbelieving peasants.

In 1855 an effort was made by the European community to start a public school—St. Andrew's—for their sons. It survived seven years and apparently fulfilled its purpose. From an examination report it seems that boys of no less than ten nationalities attended the school.

By 1858 there were besides St. Andrew's School, 13 Government schools with an average attendance of 400 pupils, 4 missionary schools (2 Protestant and 2 Roman Catholic) with an average attendance of 100. In the Government schools the rudiments of English were now taught for the first time.

Legge Campaign

In 1859 Dr. Legge became predominant in the councils of Education and he led a successful movement to modify the existing policy of the Government, which might have been summed up in the words, "Christianity through letters." During the following year Dr. Legge, supported by the new Governor, Sir Hercules Robinson, merged certain of the small Government schools into a Central School, which still exists to-day under the name of Queen's College. The first headmaster, Dr. Stewart, was also appointed Inspector of Schools to the Board of Education; the Board however was abolished in 1865.

This completed Dr. Legge's revolution. The Education Department was now no longer under the direction of the Bishop of Victoria; it became a civil department under the Inspector of Schools directly responsible to the Governor.

The Diocesan School and Orphanage for Boys was founded in 1870, by which time, under the influence of the Roman Catholic Bishop Raimondi, the number of Roman Catholic schools had increased to thirteen with over 600 pupils, half of whom were girls. For all this time and till 1871 no financial support was given to missionary schools, but in 1872 a grant was offered to schools belonging to the Christian Missions. A Code was drawn up, containing a condition to the effect that no religious instruction was allowed during four consecutive working hours each day. As a result of this grant the Protestant schools increased from four to eleven between 1872 and 1876. The Roman Catholic schools continued to flourish unaided till the year 1877. The present St. Joseph's College was founded in 1875.

In 1878 the Grant Code was amended and the conditions now stipulated that Code subjects should be taught for four hours daily but otherwise left religious education absolutely in the hands of the managers. Thenceforward Government, Protestant and Roman Catholic schools have worked harmoniously side by side, with but friendly rivalry between them.

Dr. Eitel was appointed Inspector of Schools in 1879 and, as he was opposed to State schools where avoidable, he closed eleven Government schools in 1893 on the ground that they had been rendered unnecessary by the Grant schools.

Divided Counsels

Dr. Eitel (Inspector of Schools) and Dr. Stewart (Headmaster, Queen's College) were unable to agree in their views with the result that Queen's College was made independent of the Inspector. Thus education in the Colony became a thing of divided counsels for many years.

In 1894 the Grant Code was further amended and provision made for Building Grants.

Important changes in education policy took place in 1901 as the result of the investigations of an Educational Committee, consisting of Mr. A. W. Brewin (Registrar General), Dr. Ho Kai and Mr. E. A. Irving (Inspector of Schools), into the conditions of education in the Colony. This committee, among other things, emphasised the need of introducing oral methods in the teaching of English, modern ideas respecting history and geography and the cultivation by Chinese students of their own language. The system of giving Grants, which had hitherto been entirely and unsharably by results, was brought more closely into accord with modern ideas and the Grant Code amended accordingly. More practical and better teaching in the Vernacular schools was insisted upon.

In 1907, under the Governorship of Sir Matthew Nathan the Technical Institute was founded and upon the retirement in 1909 of Dr. Wright, who had been Headmaster of Queen's College since 1886, the Education Department was reconstituted under one head, the Director of Education.

The idea of founding a University in Hong Kong was by no means new, but the rapid advance of English education during the next few years made it a practical possibility and in the Governorship of Sir F. Lugard (1907-1912) the liberality of the late Sir Horumjee Mody supplied a building. Public interest, not only locally but in China and among Chinese in the Straits Settlements, provided funds, and in 1911 the University of Hong Kong was opened and with it a new chapter of education in Hong Kong.

New Ordinance

At the beginning of 1913 the average attendance in all schools, including enrolment at the Technical Institute, was 5,582 in English schools and 10,327 in Chinese schools, and the total net expenditure on Education \$269,144.00 of which \$15,000.00 was spent on primary Vernacular schools.

On August 1st, 1913, the important and far reaching Education Ordinance was passed:—"An Ordinance to provide for the registration and supervision of certain schools." It defined a school as "a place where ten or more persons are being, or are habitually taught, whether in one or in more classes", and empowered the Di-

(Continued on Page 94)

HEALTH PROBLEMS

WHATEVER else might be written without fear of contradiction about Hong Kong's growth and development, it would be imaginative to describe it as a health resort.

Environmental conditions are a constant menace, the scope for the spread of infection is so immense in overcrowded tenements and the introduction of dangerous infectious disease from South China is a very common occurrence.

During its history, the Colony has experienced extremely grave epidemics of plague, there was a very high mortality from malaria in the early years, typhoid and smallpox are endemic and in recent years, there has been a regular summer visitation of cholera. Happily, the Colony has been plague-free now for nearly 20 years, after more than forty years in which the annual death-roll sometimes exceeded 2,500, an indication of the importance of precautionary measures, stringently enforced.

It is notable, too, that the European community, who in the main are not troubled with the blight of poverty, malnutrition, ignorance, superstition and miserable living quarters, has achieved comparative immunity from endemic diseases.

Yellow Fever

In 1865, the Colony was visited by a disease which very closely resembled Yellow Fever, an exceedingly rare visitor to this part of the world. Dr. Murray, the Colonial Surgeon (equivalent of D. M. S.) wrote: It was first recognised in Victoria Gaol upon the 3rd of March when a prisoner who was said to have come directly from Macao was seized with the symptoms. No new case occurred until the 15th of March. The disease increased rapidly until it reached its acme on May 2nd on which day there were 46 cases in hospital. It did not disappear until there had been 373 admissions and 40 deaths. Curiously enough, not a single female fell victim to the outbreak, and there have been few established recurrences, although there have been occasional suspect cases.

To-day, in many respects the Colony is well equipped to meet its health problems, but they have been complicated by a tremendous influx of refugees from all parts of China since the outbreak of Sino-Japanese hostilities and the Japanese occupation of Canton.

In the last few years, the Queen Mary Hospital, situated on the south side of the island at a height 500 feet above sea level, has been completed at a cost of nearly four million dollars, replacing the former Government Civil Hospital, parts of which had been built as far back as 1874. The new Queen Mary Hospital embodies all the latest developments in hospital construction and in equipment.

In Kowloon stands the Kowloon Hospital in an elevated part of the peninsula in a reserve of thirty acres. The first portion was opened

in 1925 and plans are already under way for extension of this Health Centre, with a new general hospital and an infectious diseases hospital.

A relief hospital has recently been opened in the old Laichikok prison, and there are welfare centres in Wanchai and Kowloon, numerous clinics and Government dispensaries at key points in the New Territories.

Operating privately are the St. Paul's Hospital, which commenced work in Hong Kong under Catholic Sisters as long ago as 1848, the Alice Memorial and Affiliated Hospitals (for Chinese only), the Hong Kong Sanatorium, the Hospital of the Precious Blood, opened in June 1937, the War Memorial Nursing Home, built by public subscriptions and situated on Mount Kellett, the Matilda Hospital, for indigent Europeans opened in 1907 and built by Mr. Granville Sharp in memory of his wife, the Canossa Hospital, the St. Francis Hospital, Wanchai, which was opened in 1869 and the Majima Hospital, chiefly for Japanese.

There are three principal Chinese hospitals in Hong Kong grouped under a charitable organisation called the Tung Wah Committee. Two are founded on the island, the Tung Wah Hospital, built in 1873 and the Tung Wah Eastern Hospital, a much more modern institution, dating from 1929.

The third, the Kwong Wah Hospital, is situated in Kowloon.

These hospitals combine the functions of the poor law infirmaries of Great Britain and hospitals and almshouses; they serve as shelters for the old and destitute and they also treat the sick.

Those who go to them because of illness are allowed to choose whether they will have Chinese herbalist treatment or Western treatment with the qualification that notifiable infectious diseases are treated in Western isolation wards and accidents having medico-legal importance are similarly treated.

Western Medicine

The trend, however, is towards acceptance by a discerning public of Western rather than Eastern medicine. Both the Tung Wah and Kwong Wah Hospitals have, for some years past, been grossly overcrowded, and the urgency of the need for remedy, and the provision of reasonable hospital accommodation for the sick poor in these territories is fully recognised in official quarters.

The Report of the Technical Committee for the Reorganisation and Improvement of existing official hospital and clinical facilities in the Colony holds that it is not unreasonable to assume that the normal population of the Colony in the next five years will be at least 1,250,000, and makes recommendations which would call for 6,230 general hospital beds as against the existing total of 2,939.

The Report also urges measures to attack the spread of tuberculosis, the most serious health problem which the Colony faces.

AN OLD-ESTABLISHED FIRM

The firm of Messrs. Wm. Powell, Ltd., dates back to the year 1885. The founder, Mr. Wm. Powell, was originally with Messrs. Sale and Co., who gave up business.

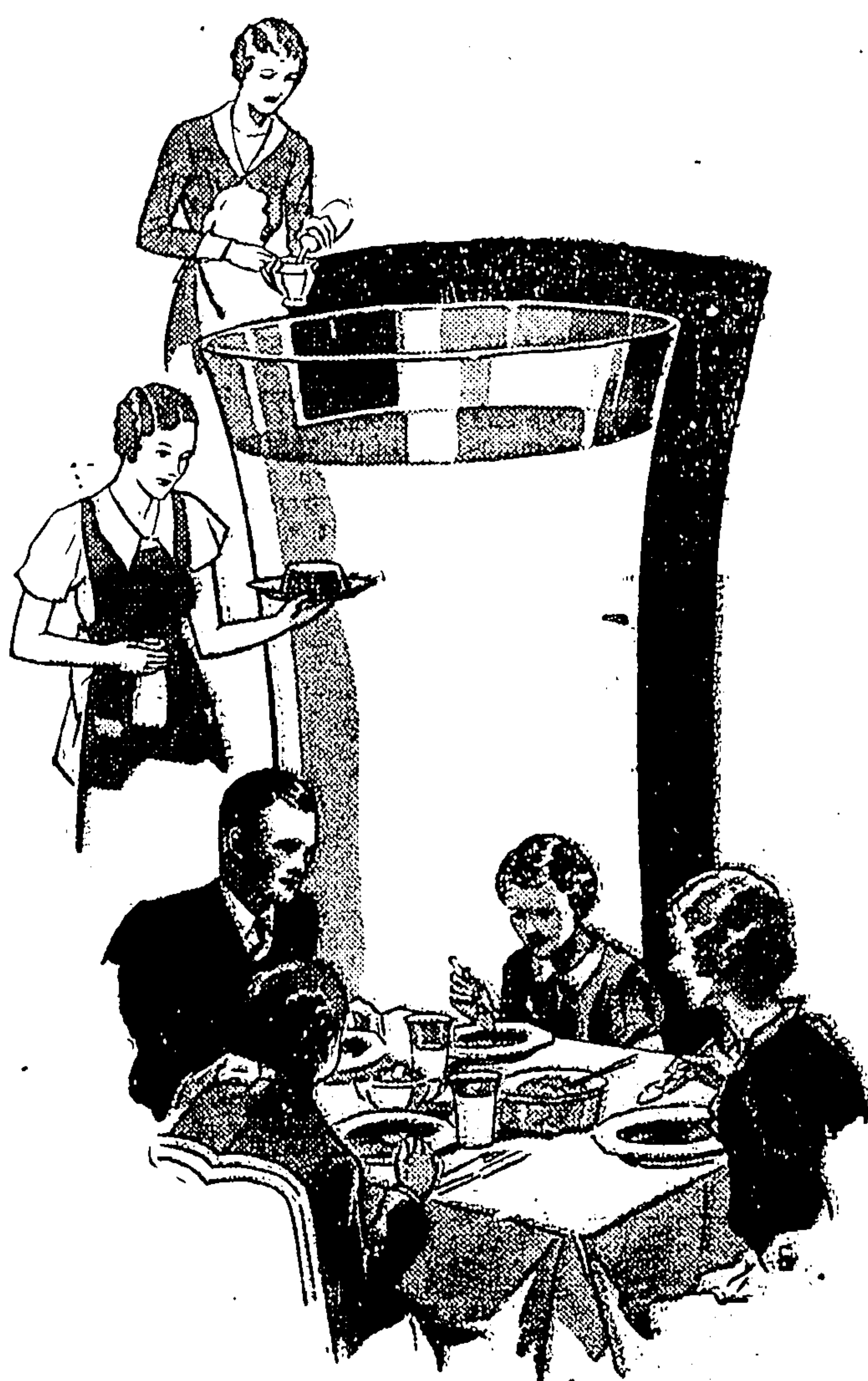
Wm. Powell, Ltd.

Mr. Powell then opened up a small shop on the corner of Pottinger Street and Queen's Road, from where he later removed to the premises recently occupied by Tak Cheong and Co., in Queen's Road. The property was then acquired by Tak Cheong and Co., and Powell's removed to the first floor

of the old Hong Kong Club Building, opposite the old Post Office. Mr. Powell retired from business in 1901, and a public limited company was then formed. More suitable premises were secured in Alexandra Building, but in 1912 the premises in Des Voeux Road, Central, were taken over, only for another change to be made, this time to Ice House Street, where they are to-day.

Mr. H. Overy is the Managing Director.

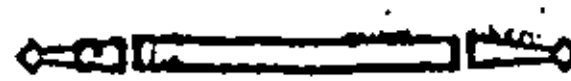
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PURE FOOD SPECIALISTS

1841



1941

Colony's Transport Facilities

THE history of Hong Kong's transport through the century now closed would not differ in fundamentals from the similar history of any of the cities of the world of comparable size.

The Colony has been quick to take advantage of every new development in means of surface transport and a flourishing tramway service was in operation on the island as early as 1904.

In the very earliest days, transport was simplicity itself. The Chinese population walked to their destinations. Foreigners, in the main, did the same. For ventures farther abroad than the precincts of the city, ponies were the rule, and it was not long, of course, before the carriage-and-pair was a common sight on the roads. The first, it is believed, arrived as early as 1841 when, on completion of the first real road, from Wyndham Street to East Point, "a carriage and pair, with coachman, arrived from Manila to show off the new road."

Sedan chairs quickly found their way into the Colony, naturally, and rickshas came before mechanical means of transport.

Utility services are dealt with in detail elsewhere in the course of this article, and it is only necessary at this point to note that there are now over 350 miles of roads in the Colony, approximately 180 miles on the island and the balance in Kowloon and the New Territories. The majority of these roads are first-class roads in every sense of the term. Over 200 miles of roads are constructed in waterbound macadam dressed with asphalt, some are sheet asphalt on a cement concrete foundation, some are of tar macadam, and in some areas there are granite setts on a cement concrete foundation.

The public travelling over the roads increase yearly, with a corresponding increase in the number of buses, which are gradually replacing the ricksha.

Peak Tramway

It was as far back as 1881 that Mr. A. Findlay Smith finalised details for a Peak Railway and presented a petition for a concession to the Governor of Hong Kong. Two years, however, elapsed before the necessary legislation was passed.

Mr. Findlay Smith did not approach the project rashly. Travelling extensively in Europe and America, he made himself conversant with nearly every existing method of railway employed for mountain ascent—San Francisco, Scarborough, Rigi, Monterey, Lucerne, the Rhine, Mount Vesuvius—and returned to Hong Kong thoroughly convinced of the feasibility of his idea. The actual construction was begun in September, 1885, and in May, 1888 the line was officially opened by His Excellency Sir William Des Voeux, the then Governor.

Steam power was used until 1926, when a modern Ward-Leonard system of electric control was installed. Two steel cables, each 5,000 feet in length, are wound on separate drums, which, by means of an inter-locking gear wheel, work in unison. A powerful air brake controls the cable drums and in the event of a fault developing in the system the brakes automatically come into play.

An engineer-driver is in charge of the cable which pulls up one tram at the same time as it lets down the other. In front of him is an automatic track indicator on which two moving pointers show the position of each car at any moment. Should a fault occur in the machinery or an obstacle appear before a moving tram, the tram driver can immediately warn

the engine driver by means of an emergency electric bell. In the event of extreme urgency, it is only necessary for the driver of the tram to lift his hand from the safety bar which he is continually holding and a braking system, which is installed underneath the car, comes into play.

In trials which are held periodically, it has been found that the car will stop within eight feet on the steepest slope of the tramway. 1 in 2!

The old Lower Station was demolished in March, 1935, and the present modern Station with Studio Apartments above was completed in February, 1936.

On the ground floor is the new station with ample waiting room and light airy platforms. Three stalls are provided, equipped with every necessary detail for the successful display of the goods to be sold therein.

The first and second floors are devoted to self-contained studio apartments, which represent the very latest ideas in the design and construction of living accommodation aiming at the maximum of comfort, convenience and artistic perfection.



A vehicular ferry between Kowloon and Hong Kong—the most modern transport development.

London financiers were responsible for the original development of tramways in Hong Kong. The Electric Traction Company was formed at the end of 1902 and in July, 1904, the first tram ran on Hong Kong's roads.

The company became the Hong Kong Tramways Company, Limited, in 1910.

The system extends from Shau-kiwan to Kennedy Town, a distance of 8.42 miles, and the total mileage of track is 19.462 miles. In 1905, the Company had 35 tramcars in service—single-deckers with accommodation for 28 passengers.

Old-timers recall the day when the first tramcar was drawn through the streets, drawing crowds of excited Chinese, many of whom laid down in the roadway to look under the vehicle, to see what made it move.

Fares charged are far below those authorised by Ordinance. When a further reduction was

made in 1936, the Hong Kong Tramways provided what is probably the lowest fare charged by any transport undertaking in the world. At exchange 1/3d. to the dollar, the third class fare of five cents from Shaukiwan to the Western Market works out at approximately nine miles for a penny!

The double-decker tram made its first appearance in 1912 and there were many experiments in methods of protecting passengers from the weather before the existing superstructure, with windows which can be opened or closed to the convenience of the passenger, were revised.

Like all pioneers, the Company has not been without its stormy periods. In 1912-13, the trams were boycotted as a result of Government's request to the Company to refuse acceptance as fares of Chinese subsidiary coins. The boycott lasted for four months and Government eventually paid the Company \$45,000 as compensation.

In the 1925 strike, which started at midnight on June 20, no vehicle left the tramways depot for nine days. It was not until June 30

Prior to 1918, there was no regular ferry service between Victoria and the Yaumati, Mongkok, Shamshui, Hung Hom and Kowloon City Districts.

There were, however, some 16 small Chinese companies operating "taxi-ferry" boats which cruised along the waterfront in search of passengers, plying between Yaumati and a small pier at the end of Jubilee Street.

On the mainland, there was (with the exception of the Star Ferry Pier) no regular embarking point for passengers.

In 1918, Government granted a ferry monopoly to a Chinese concern called the Kowloon District Company which opened services between Victoria and Mongkok and Shamshui. Ferry-boats left both sides at intervals of one hour.

The service improved and bigger boats were put into operation and accommodation divided into first and second classes.

In 1924, the Hong Kong and Yaumati Ferry Company took over the franchise and by 1925 were operating new steel double-ended boats.

The most recent and interesting development was the commencement in 1932 of the vehicular ferry service.

This new service filled a long-felt want and an average of 550 vehicles now utilise this service daily.

The daily average of passengers is 100,000.

Kowloon Buses

The bus company on the mainland operates 150 buses serving different routes, including the New Territories.

The first buses were roughly covered trucks on which were three rows of wooden benches accommodating six first class and 10 second class passengers. First class passengers were provided with straw mattresses to cushion the bumps.

The Star Ferry

The Star Ferry Company which operates a service between the central district and Kowloon peninsula with an efficiency which earns the respect of all visitors, commenced operations in 1893, taking over the ferry business commenced by Dorabjee Nowrojee many years earlier.

Subscribers to the first Company were C. S. Sharp, E. S. Wheeler, C. Bearmann, D. Gubbay, N. J. Ede, Armin Haupt and E. Osborne.

Its growth has been commensurate with the rapidly expanding importance of Kowloon and it carries millions of passengers to and fro in the course of a year.

By Air To Hong Kong

A small paragraph appeared in the Hong Kong newspapers in 1936 stating that an Imperial Airways air liner had arrived at Kai Tak aerodrome, Hong Kong, with a record load of mails totalling 1,652lb. The announcement was small but it was significant indication of the increasing use which until the entry of Italy into the war in 1940, made by the Far East of its connection with the world network of air lines with which it has been linked through the Imperial routes.

When the first regular air mail to Hong Kong left England in March, 1936, the 8,600-mile journey seemed an impressive undertaking for such a tiny British community of such an isolated territory. But that once-a-week service was quickly appreciated and even in the first year 200lb. of United Kingdom and intermediate mails were flown each week. In the second year this figure was

(Continued on Page 62)

that five cars, operated by volunteers among European officials of the Company, were put into service, although in the following month, this number was increased to 28 cars, all operated by volunteer drivers and conductors.

It is interesting to note that 62 members of the original Chinese staff are still with the Company.

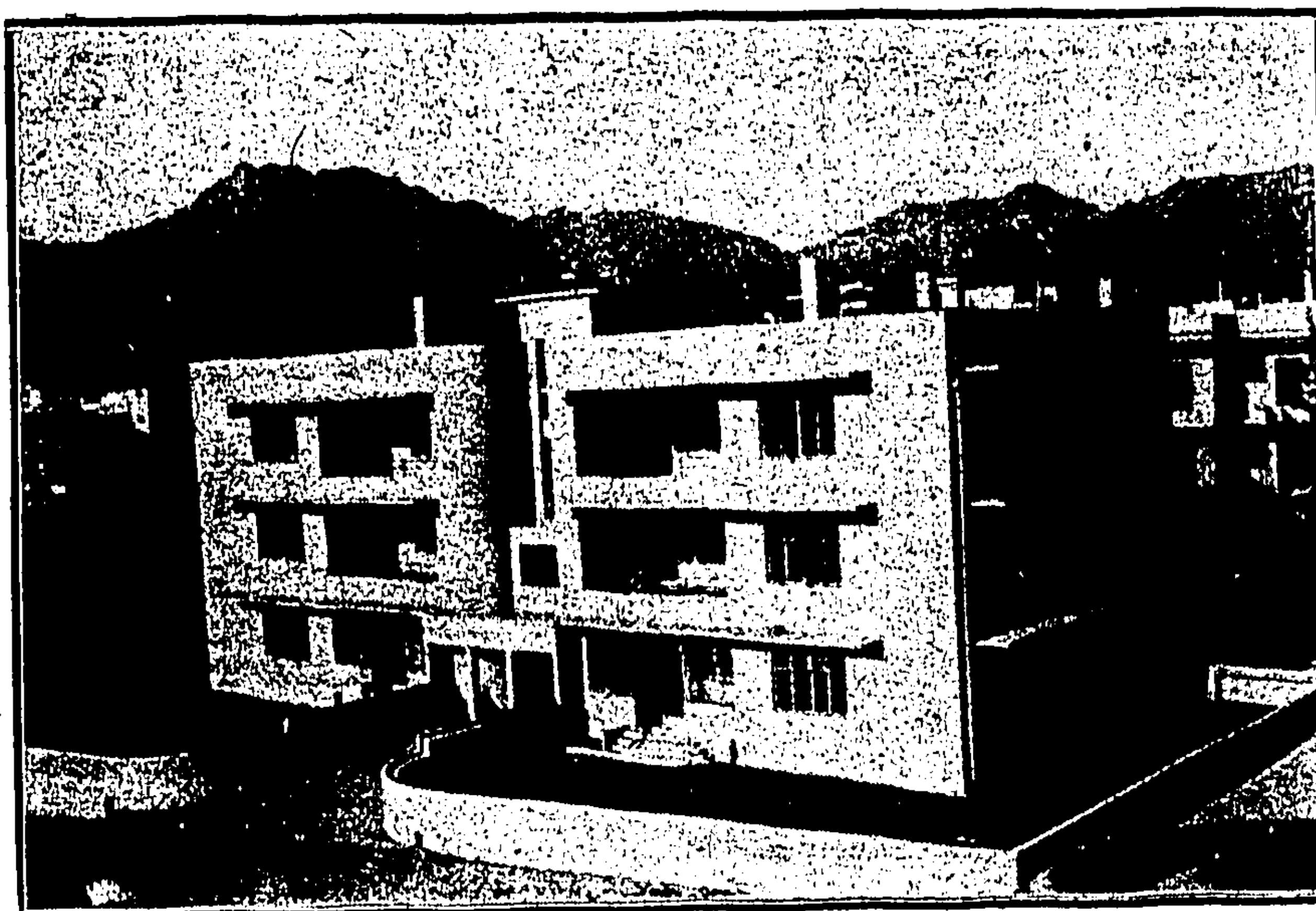
The following table shows the growth of the undertaking since 1905:—

Year	Car Miles Run	Passengers Carried
1905	954,000	6,488,000
1910	1,181,000	8,562,000
1915	1,232,000	9,785,000
1918	1,283,000	12,283,000
1921	1,653,000	17,194,000
1924	2,395,000	27,392,000
1927	2,592,000	27,758,000
1930	3,020,000	27,443,000
1933	3,428,000	32,849,000
1936	3,651,000	30,814,000
1938	4,220,000	52,975,000
1939	4,408,000	62,712,000

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1841

1941

COLONY TRANSPORT

(Continued from Page 60)

trebled, and it soon became necessary to duplicate the services both to and out of Hong Kong.

The popularity of this service indeed became such that although Hong Kong was not mentioned in the original Empire Air Mail scheme by which all first-class mail between various partners in the British Empire is carried at the uncharged rate of 1½d. per half ounce, it became obvious that this route too should be brought into the scheme. Experts of the Post Office, the Air Ministry, and Imperial Airways therefore worked out the technical and operational problems of extending the benefits of the scheme to Hong Kong, and it was calculated that something like 130,000 letters would be flown into and out of the airport each week by this service if the scheme were put into force.

Six Days

In addition the service had been built up as a valued means whereby business men and those on holiday could reach London or Sydney in approximately six days, and could get to India, Burma, Siam and Malaya and back in even less.

The all-up mail scheme was extended to Hong Kong at the beginning of September of 1938, and by it the Colony enjoyed the advantage of uncharged air-mail communication with nearly 40 countries in the British Empire and along the routes which the Empire services follow. To cope with the demands of the popular passenger service it became necessary to add a third aeroplane each week on the spur line between Bangkok and Hong Kong. Thus, the Colony was kept in the foreground of Britain's services to her overseas territories, and the benefits to business generally in the swift and reliable transport of passengers, mails, and freights were fully utilised as soon as provided.

But the future of Hong Kong in the development of Britain's world services promises when times return to normal, to be even more interesting. Any consideration of the spanning of the Pacific Ocean by British air routes suggests that there are at any rate two services which might pass through the Colony. Given satisfactory conditions the extension of the present route on to Shanghai and Tokyo seems the next natural step. Tokyo on the map is not a great distance from the Western shores of Canada, and, apart from one or two short breaks, there already exist services which link Canada and the United States with the Orient through Alaska and the eastern portion of Siberia. It would seem possible therefore that the complete encirclement of the globe by Britain's airways would be a continuation of the Hong Kong-Tokyo service by way of this north Pacific route.

Link With America

Another extension has already been tried out by the United States with the service from Hong Kong through Manila to Honolulu and San Francisco, and, provided satisfactory arrangements can be made with the Americans, there would seem to be no reason why a British service should not use a similar route and link up with the Canadian system by a service northward from San Francisco. Such extensions from Hong Kong would carry the line of Britain's aerial girdle to the western shores of the Atlantic, and Imperial Airways flights from Ireland to Newfoundland have already made it abundantly clear that there is now no technical obstacle to the early establishment of the Anglo-Canadian air link.

Thus this little Colony, for so long regarded as a distant and isolated outpost of Empire, is seen as an important point in aviation's commercial conquest of the world, and it should not be many years before the traveller by air to and from Hong Kong can choose between routes to the homeland across the North American continent or across India and Europe.

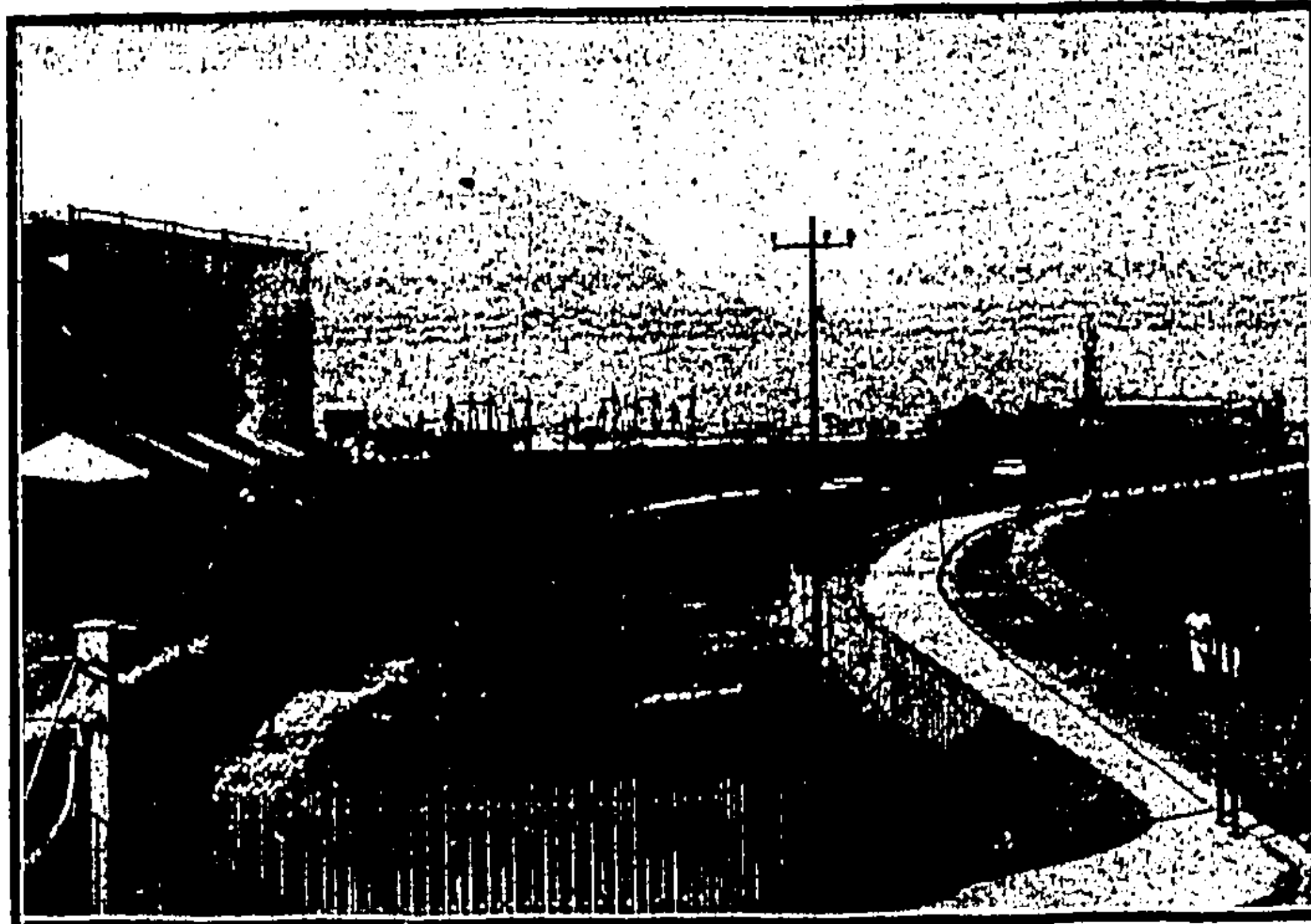
The Railway

The railway from Kowloon to Canton is 111 miles long, of which 22 miles are in British territory and 89 in Chinese territory.

The British Section of the line was opened to traffic on the 1st October 1910, and through traffic with Canton commenced on 5th October, 1911.

The British Section was probably one of the most expensive pieces of railway construction in the world. The earthwork, tunnels and bridges were exceedingly heavy and all rock cuttings were made for double line. The cost of the line, exclusive of rolling stock, amounted to approximately £75,000 per mile, tunnels being responsible for £17,500 of this amount and earthwork £10,000.

Some 42½ per cent of the British Section is curved and 8.2 per cent of this curvature is 5 degrees or more. The average curvature is



An Express leaving Kowloon.

1°9' which postulates the difficulties experienced in locating the line.

Deacon Hill Tunnel, which is approximately 1½ miles in length, cost \$3,283,500 or £328,000.

The amount of earthwork involved on the British Section was 3,375,000 cubic yards, or 153,000 cubic yards per mile. Of this amount, 1,100,000 cubic yards were excavated from one cutting near Hung Hom. This cutting is about 4,000 feet long and 200 feet deep at its deepest point. The line was taken through a hill at this point in order to provide filling for a reclamation on the sea front.

The terminal station at Kowloon was completed and opened to the public on 28th March, 1910.

Features of the local service on the British Section are a buffet car and a slip coach. Both these carriages are fitted up to enable them to be slipped from express trains. The slipping of these coaches prior to the cessation of through traffic in October 1938, was undertaken on Wednesdays, Saturdays, Sundays and Public Holidays, to enable members of the Royal Hong Kong Golf Club at Sheung Shui, which is 10½ miles by rail from Kowloon, to reach the courses in the fastest possible time. The standard use of Janney automatic couplings and

the fact that Sheung Shui Station is situated at the end of a down grade, made slipping simple, while the Westinghouse brake fitted in addition to the hand brake rendered it safe. The north-bound expresses lent themselves to operations of this nature owing to the impracticability of stopping them in British territory after clearance by Chinese Customs at Kowloon.

During 1938 two Bedford 3-ton lorry chassis were welded together, back to back, and provided with a suitable body to form a rail-bus. This bus runs on pneumatic tyres fitted with cast-steel flanges, and provides a 5 miles shuttle service between Fanling and Tai Po Market.

The Chinese Section cost about £12,500 per mile, or one-sixth that of the British Section, earthwork accounting for approximately £2,100 of this figure.

There are no tunnels on the Chinese Section and no particularly heavy works with the exception of the two bridges near Sheklung which aggregate 1,308 feet in length.

Prior to cessation of through traffic, the through express trains between Kowloon and Canton were the fastest in China. They accomplished the journey of 111 miles with four intermediate stops in 2 hours and 55 minutes. In view of the fact that the track is single and that all expresses on their journey had to pick up 20 tokens en route, this was no mean performance.

Streamlined luxury parlour observation rail-cars with 150 H.P. petrol driven engines were built in the railway workshops and placed in service in 1936. During its inaugural run one of them performed the journey between Kowloon and Canton in 2¼ hours. These cars were intended primarily for the accommodation of special tourist and other parties up to 24 in number who may wish to travel in comfort at a fast speed and at rates which compare favourably with third-class

travel in England. At present they are used for the conveyance of golfers and are attached to the rear of ordinary trains on the return journey.

An air-conditioned lounge car of the ice-activated type was placed on the Canton service in May 1937. It was withdrawn in October the same year due to Sino-Japanese hostilities. This car proved very popular and increased first class travel considerably.

Prior to Sino-Japanese hostilities punctuality was a feature of the through service; for example the 1,796 through express trains between Canton and Kowloon averaged less than one minute late each during the year 1936.

Most travellers are impressed by the panorama of rugged grandeur and scenic beauty disclosed through the carriage window. For miles the line traverses the verge of an inland sea with a mountainous background, which bears a striking resemblance to the lochs of Scotland.

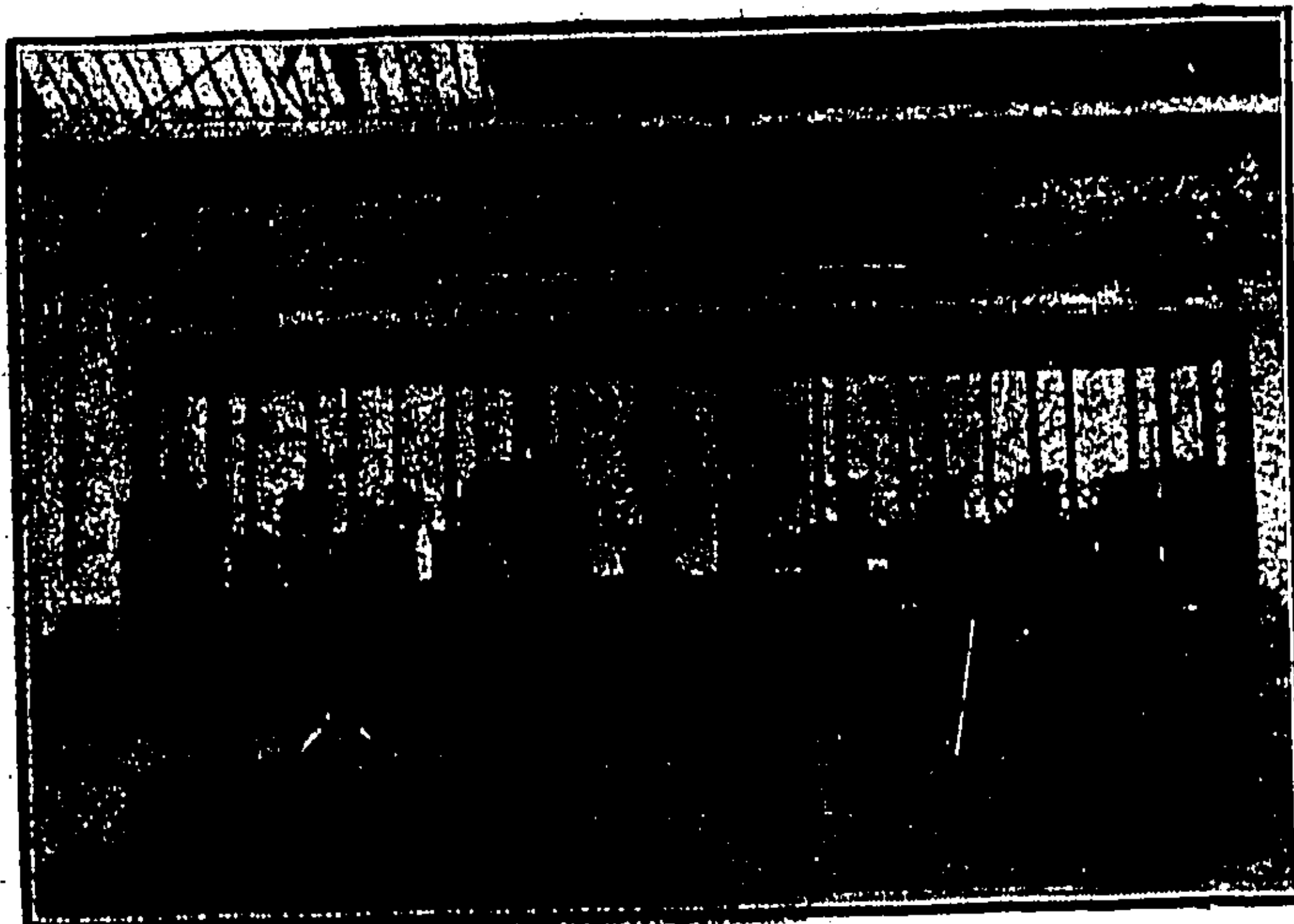
Prior to 1937, the railway was kept alive by its heavy passenger traffic between the two terminal cities of Canton and Kowloon which averaged about 3,600 per day. In 1935, 12,710 passengers were conveyed from Kowloon to Canton in one day in eight expresses, and 2,237 passengers were brought down from Canton in the 12-coach "Flying Eagle" express. This latter achievement is believed to be a record for a single-engined express. The problem of human transportation in China is a question of providing facilities for carrying huge numbers at the lowest possible costs, and third-class traffic was conveyed between Kowloon and Canton at the low rate of 0.9 cents (1/7th of a penny) per mile.

Goods traffic increased considerably when the Canton Hankow Railway was joined to the Canton-Kowloon Railway in August 1937. When normality in China is restored, goods traffic should supersede coaching traffic as the main revenue producer.

Despite the stoppage of through traffic to Canton, and Hankow after October 12th, 1936, caused by the Japanese invasion of South China, the British Section experienced a record year in 1938. The operating ratio prior to the stoppage was 49 per cent, and the unparalleled amount of traffic put a heavy strain upon the resources of the Department calling for the utmost effort from all members of the staff.

In spite of the shortness of the British Section, it may be regarded for all practical purposes as the deep-sea terminal for the various provinces in interior China served by the railway system. The main link of this system between Hankow and Kowloon is 791 miles long.

Financial prospects when peaceful conditions are resumed are most encouraging.



The Colony's first tramcar

HONG KONG TRAMWAYS LIMITED

ESTABLISHED 1902

OPERATING SINCE JULY 1904



PASSENGERS CARRIED

1905

6,488,000

1940

74,208,000

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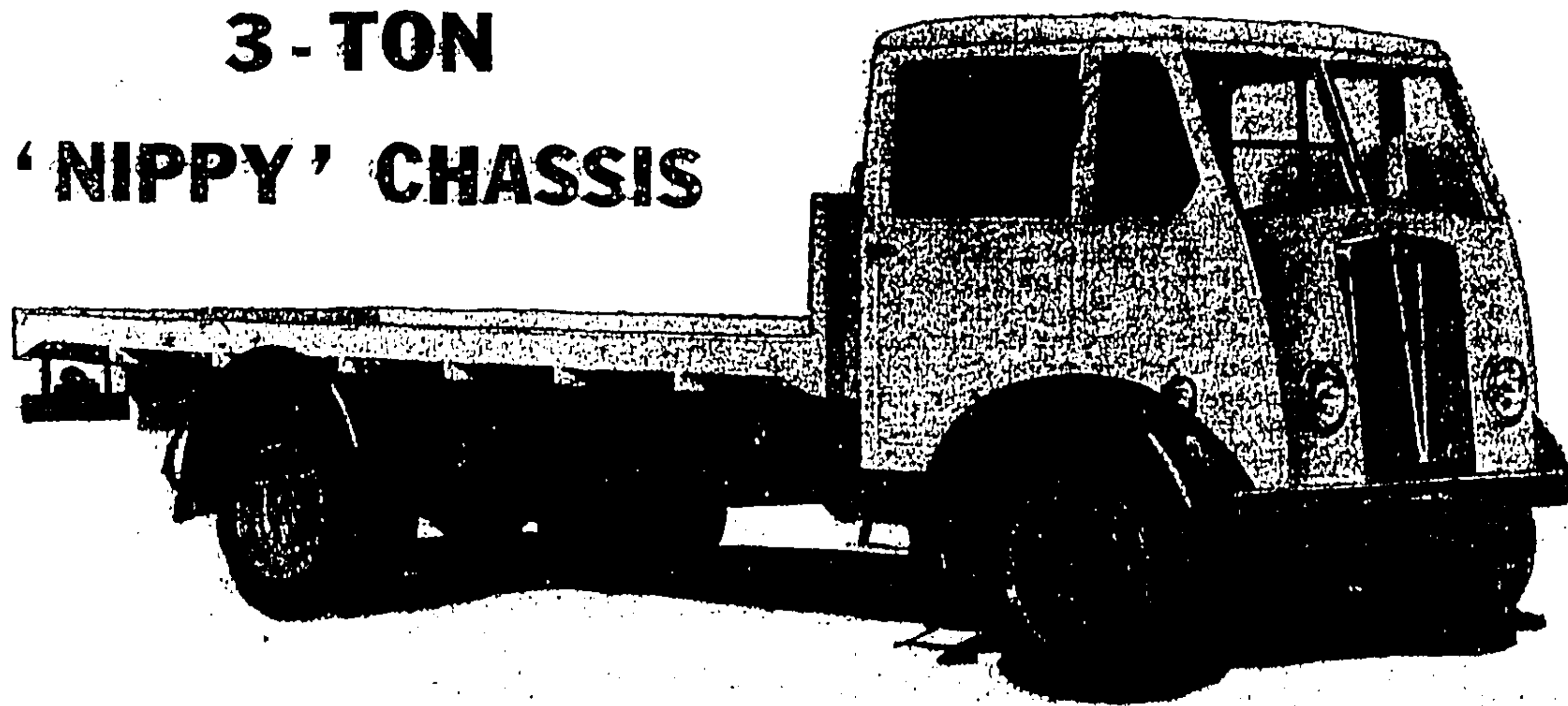
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1841

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Pioneers

By K. S. Valiya

INDIA'S contact with China goes back twenty-three centuries when Buddhism was introduced into China from India, and India's association, mainly economic, with the Colony of Hong Kong dates from the very date of the foundation of the Colony in 1841.

Prior to this year (1841) Indian firms were carrying on business in Macao and Canton, the pioneer in the Indo-Chinese trade being the late Sir James H. Jeejeebhoy, a Parsee adventurer from India. In collaboration with the late Mr. Jardine, they carried on a lucrative trade between India and China, and the Parsee knight introduced into India Chinese bangles, glass bottles, silks, tea, cassia and sugar from China. He almost monopolised the bottle trade and even to this date his House is known in India as "bottlewala" (owner of bottles). From India, they brought hand-woven cotton piecegoods, cotton yarn, spices, and unfortunately also opium.

This trade was continued by other Indians who followed in his footsteps, who carried on trade from Canton and Macao, but shifted to Hong Kong as soon as the Colony was founded by Great Britain in 1841.

Ferry Pioneers

From 1841 to 1890 the firms which did a good deal of business in Hong Kong were N. Mody & Co. (1842), Abdoollally Ebrahim (1842), who are still carrying on their business in the Colony and will celebrate their centenary next year. Ghandy & Co. (with which were associated the brothers of Sir Pherozshaw Mehta, the great Indian leader of late minutes of the last century and early years of the present century), Currumbhoy Ebrahim & Co., D. Naoroji & Co., Cawasji Pallonji & Co., Bomanjee Karanjia & Co. and others. Messrs. D. Naoroji & Co. were the original owners and pioneers of the ferry service between Hong Kong and Kowloon on the mainland, and the later development of this effort is the present Star Ferry.

Messrs. Naoroji & Co. were pioneers in several other lines, as they were the principal bakers and general caterers in those days, and also owned one hotel called Parsi Hotel, Hong Kong. During this period the business of the Indian firms, amongst whom the Parsees from India took almost the leading part, was mainly in the import of cotton yarn and cotton piecegoods, gunny bags and opium which were the staple products imported from India even by all other non-Indian firms into Hong Kong.

But also during this period, the foundation was laid (in 1868) by an Indian firm from Sindh (Hyderabad) Messrs. Wassiamull Assomull & Co., of a business which was later to assume a great importance in the economic life of the Colony.

Sindhi Firms

This firm, as did all Sindhi firms from India, engaged itself in the local sale and export of Chinese silk piece goods, raw silk, curios and several other Chinese products, and also sold Indian piece goods. They were not interested in other lines like grains, yarns, opium, cassia etc. They specialised in the line of silk, curios and other Chinese products which they exported in large quantities to all parts of the world including India. They had about fifty-two branches throughout the world, and did and have been still doing a large business in their specialised lines. The lead given

by them was followed later by a large number of Sindhi firms which have grown up since in number, extent and importance in the Colony.

Passing on to the period from 1880 onwards to the close of the century, we find further establishment of Indian firms in Hong Kong. In this period Mr. Hormusji Ruttonjee, the founder of the firm of Messrs. H. Ruttonjee & Son, came to Hong Kong in 1884 and was followed in 1886 by Mr. Hormusji Shapurji Kavarana. Both these gentlemen are fortunately alive. Mr. Kavarana later shifted his centre of activities to Canton; but Mr. Ruttonjee, who at the age of about 21, first came as a clerk in the firm of Messrs. P. F. Davar & Co., wine and provision merchants, on a monthly salary of HK\$13.00, remained in Hong Kong and made a large fortune by painstaking struggle, doggedness of purpose and transparent honesty. Within three years of his arrival, he founded his firm "H. Ruttonjee & Son" in 1887 and the business of the firm is still being carried on by his son and grandson in a very flourishing condition. Other firms of this period were M. P. Talati & Co., Sir Hormusji Mody as Exchange Broker, Poonmull Brothers and Tarachand & Co., D. Chellaram, G. W. Ramchand whose successors are W. Boudchand, K. A. J. Chotimaul and others which were the five other Sindhi firms to follow Messrs. Wassiamull, who carried on their business along with others established earlier in Hong Kong.

Since the beginning of this century, especially from the second decade, the cotton and cotton yarn trade between India and China dwindled considerably owing to the competition of yarn from the United Kingdom, Japan and Shanghai. Up to the end of the last century, the Chinese were using mainly the rougher counts of yarn which India produced.

Rapid Growth

But the introduction of finer counts from the United Kingdom and the cheaper prices of yarn made in Shanghai and Japan ultimately ousted Indian yarn from Hong Kong (that is from the Chinese markets served by Hong Kong), and the business of the Indian firms was greatly reduced, only to be revived since 1933.

But the foundation laid by Messrs. Wassiamull Assomull & Co. bore fruit and there was a rapid growth in the rise of these Indian firms from Sindh. Since about the time that the business in cotton, cotton yarn and cotton piecegoods and other lines, was lost by other Indian firms, the Sindhi firms kept up the pace of Indian business in silk in the Colony and to-day, they control, if they do not monopolise, the trade of the Colony in silk and curios.

The social and communal "life" as such, as it is understood in the modern sense, is of a more recent origin amongst Indian residents of Hong Kong, though a good deal of progress had been made by the Colonial Indians (locally-born). When the writer came here at the end of 1931, each of the religious sections of the community had its own organisation and a joint and fuller "life" of the community as a whole had yet to be developed. This development, however, soon became apparent and from 1934 onwards there has been a tendency to combine the different sections of the Indian community together. In the sporting and literary spheres, these attempts were made earlier, as seen by the foundation of an Indian School and an Indian Recreation Club. But outside these there were

VARIATION in the population of Hong Kong is much more dependent on immigration and emigration than on births and deaths. It is necessary only to mark the tremendous influx of population since the outbreak of Sino-Japanese hostilities to support that assertion.

Movements to and from the Colony are influenced tremendously by events in China and census figures are but rough guides to the actual number of the population.

Times do not have to be abnormal for a movement of 3,000,000 persons in and approximately the same number out in the course of a single year. Daily averages of 8,000 arrivals and 8,000 departures are common over long periods of time.

The growth of the Colony's resident population has, nevertheless, been consistent from the moment of its birth. Setbacks have been small, and due to political influences from outside, but in the main, the curve has always been upward, with a sharp influx in the first quarter century, and a steady rising trend since.

In 1841, when possession was taken of the island, the total population was just over 7,000, made up as follows:

In villages and hamlets	4,360
In the Bazaar	800
In boats	2,000
Labourers from Kowloon	300

The peninsula, Tsimshatsui, was then returned as containing a Chinese population of 800 people. Within nine months of this rough census being taken, the numbers had more than trebled, and there were 454 foreigners settled in.

In ten years, the estimated population included 1,520 foreigners and 35,000 Chinese.

In 1861, these numbers had increased to 2,986 non-Chinese and 116,335 Chinese.

The census of 1865 gave the following particulars:

Europeans and Americans	2,031
Goanese, Filipinos, Indian & others	1,645
Aliens	150
Chinese, shore population	92,010
Chinese, boat population	26,885
Vagrants and prisoners	2,780

Following are the census figures for subsequent years:

1871	Males	Females	Total
European and			
American	5,175	756	5,931
Non-Chinese	2,682	141	2,823
Chinese	94,880	20,584	115,464
Totals	102,737	21,481	124,218

hardly any social gatherings of Indians to warrant the name, unless distinguished Indians passed through the Colony.

But from 1934 onwards, almost every Indian felt the need of promoting some organisation which would represent and combine all Indians, irrespective of creed and locality. In 1935, an attempt was made to establish a merchants' chamber, but the organisers felt the time was inopportune, and postponed the project. However, that gave a fillip for further intercourse, and the idea was never given up. Ultimately on April 21, 1939, representatives of the Indian community met and decided to establish a central Indian organisation. "The Indian Association of Hong Kong & South China" came into being on March 4, 1940.

The other organisations in the community are—

1. The Khalsa Diwan, (or "Gurudwara") for the Sikhs, which maintains a boarding house for travellers and destitutes.

1881	Males	Females	Total
European and			
American	6,398	1,592	7,990
Non-Chinese	1,342	380	1,722
Chinese	119,493	31,197	150,690
Totals	127,233	33,169	160,402

1891	Males	Females	Total
European and			
American	7,082	1,463	8,545
Non-Chinese	1,623	278	1,901
Chinese	168,182	42,813	210,995
Totals	176,887	44,554	221,441

1901	Males	Females	Total
European and			
American	3,841	2,590	6,431
Non-Chinese	1,994	937	2,931
Chinese	200,327	74,216	274,543
Totals	206,162	77,743	283,905

1911	Males	Females	Total
Europeans and			
Americans	2,954	2,231	5,185
Portuguese	1,157	1,401	2,558
Indian	1,548	464	2,012
Non-Chinese			
(Mixed etc.)	817	653	1,470
Chinese	283,276	155,597	438,873
Totals	289,752	160,346	450,098

1921	Victoria	Kowloon	New Waters Territory
Non-Chinese			
Males	5,339	1,732	160
Non-Chinese			
Females	4,115	1,454	48
Chinese			
Males	215,746	72,966	41,589
Chinese			
Females	122,201	47,296	41,348
Totals	382,857	242,309	625,166

1931	Males	Females	Total
Total Population	849,751	(491,858 males and 357,893 females)	
Area			
Island	247,967	162,954	410,921
Kowloon	146,618	118,057	264,675
New Territories	50,147	48,758	98,905
Colony			
Waters	47,126	28,124	75,250
Totals	491,858	357,893	849,751

1941
According to custom, the Census of Hong Kong should be taken this year, but Government, on instructions from the Colonial Office, is postponing the census.

The Sino-Japanese hostilities have caused a great influx of people into the Colony and it is now estimated that the population is between 1,500,000 and 1,750,000.

2. The Hindu Association for the Hindus, which maintains a Crematorium and a Cemetery, and a temple under construction.

3. The Zoroastrian Club, which maintains a Parsee Cemetery.

4. The Indian Muslim Society, mainly for Indian Muslims.

5. Three Mosques, two of which maintain a cemeteries.

6. The Sindhi Merchants Association & Club (for business purposes).

7. The Indian Recreation Club. (Cricket, tennis, lawn bowls, and Indoor Games).

8. The Kowloon Indian Tennis Club. (Tennis, Hockey and Indoor Games etc.).

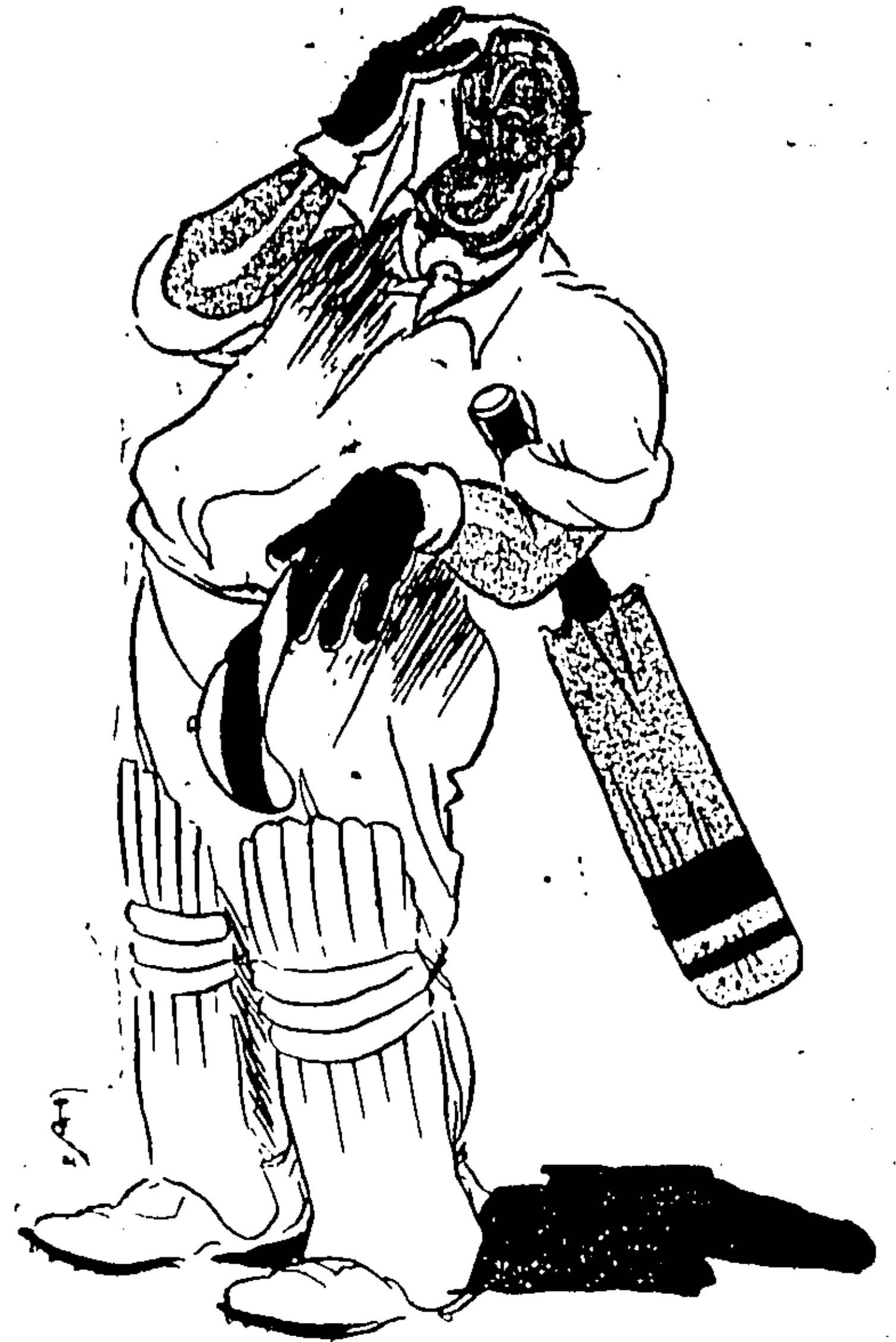
9. The Ellis Kadoorie Indian School.

10. The Indian Ladies Club.

The general position of the Indians in Hong Kong is that of peace-loving and law-abiding citizens engaged mainly in trade, commerce and industry, associating with the government of the Colony and other communities for making the Colony's life fuller and richer.

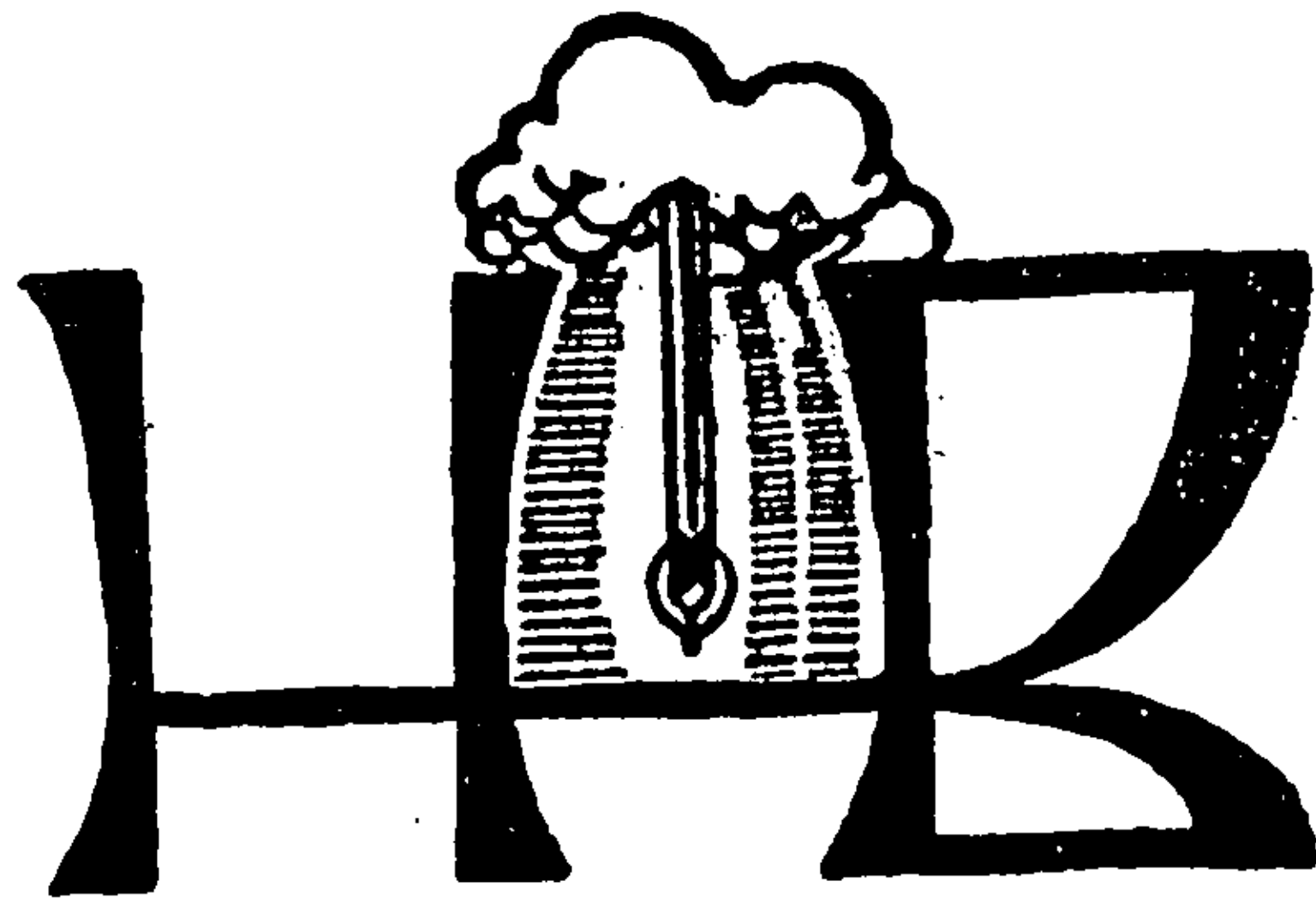


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WHOM THE BEST IS
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1941

Law And Its Practice

UPON the cession of Hong Kong

to Great Britain by the Treaty with China in 1842 the right was acquired by the crown of establishing laws in the Colony; and by the first Charter of Hong Kong in April of the following year, it was provided that the laws then existing in England should be in force in Hong Kong, except so far as they were inapplicable to the local circumstances of the Colony or of its inhabitants. The local circumstances necessarily rendered inapplicable certain laws then, and still in force in England; such, for instance, as the Mortmain Act, which, although the question of its applicability to Hong Kong has never arisen in the Court of this Colony, was declared by the House of Lords not to be applicable to any of the colonies. It would appear never to have been definitely settled by the Supreme Court of Hong Kong that any particular statute or statutes in force in England, prior to 1843, has or have no application to this Colony. The question seems to have arisen but once, when two persons were convicted by the magistrate of the criminal offences of champerty and maintenance. The defendants in this case appeared to the Full Court against the magistrate's decision, and on their behalf it was argued, upon the strength of a judgment of the Privy Council, that the old English laws with regard to champerty and maintenance, which, though unaltered, had fallen into desuetude in England, were as much inapplicable to the inhabitants of Hong Kong as it was held in the case cited, they were to the inhabitants of India. The Full Court did not decide the point, but allowed the appeal on other grounds.

Supreme Court

In 1845 an Ordinance was passed for the purpose of establishing a Supreme Court of Judicature in Hong Kong, whereby it was provided, amongst other things, that the laws of England, and the practice of the English Courts, should be in force. This provision extended to the Colony all statutes which had already been enacted in England after April 5, 1843, as also all those which might in the future be passed, which could in any way be deemed not inapplicable to the local circumstances of the Colony. The inconvenience of this, particularly in those days when it took so long a time for communications from England to reach Hong Kong, was manifest; and, therefore, in the following year, by Ordinance No. 2 of 1846, it was provided that such of the laws of England only (except in so far as they should be inapplicable to the circumstances of the Colony and its inhabitants), and such portion of the practice of the English courts, as existed on April 5, 1843, should be in force in the Colony from thenceforth. However, although many statutes of importance were enacted in England after 1843, the provisions of which might have been usefully introduced into the Colony, very little trouble, apparently, was taken for many years by the Legislature to amend the law in this Colony as it had been amended in England. Occasionally, necessary Ordinances were passed relating to procedure, adopting the methods provided by English statutes then recently enacted. Of course no provision made by a local Ordinance of a Colony could deprive the Home Government of power expressly to extend to the Colony the provisions of any statute enacted subsequently to 1843. Moreover, the right of our Sovereign to make all such laws as might appear necessary for the peace, order, and good government of the Colony was expressly reserved by

the Charter.

The Ordinance of 1845 whereby a Supreme Court was established in Hong Kong gave powers to that Court to admit and enrol persons "as Barristers and Solicitors" who had been admitted to practice as such in the United Kingdom, or in British Colonies; and further enabled the Court to admit temporarily, for 3 months only, any other "fit and proper person" to practice in the Courts, provided that there should not then be a sufficient number of duly qualified, and admitted, persons competent and willing to appear.

Since that time the two branches of the profession have remained distinct, occasionally, but very infrequently, and this many years ago, a Solicitor having been appointed to act temporarily as a Barrister. Proposals have been made on many occasions for the amalgamation of the two branches, but the members of neither branch have approved of the idea, which, if carried out, it was considered would be detrimental to the interests of the public, as well as to those of themselves.

An Alternative

As an alternative to an amalgamation, the suggestion was once put forward that the Supreme Court should have its summary jurisdiction (which is at present limited to cases involving sums up to \$1,000) enlarged to include cases up to \$5,000.

This was also rejected as impractical, and the only outcome of the latest discussions has been a modification of the scale of fees which solicitors and barristers are allowed in respect of cases within the lower limit of \$1,000 or \$5,000.

The Ordinance which still governs the admission and enrolment of barristers and solicitors was that passed in 1871, but it is thought highly probable that if it had not been for the War a new ordinance would have been put into force; it has already been submitted by the Incorporated Law Society of Hong Kong.

This new Ordinance, whilst it deals with the qualifications and formalities for the admission both of solicitors and barristers in Hong Kong, will bring up to date the law affecting the conduct of solicitors in control of the profession as laid down in the Solicitors' Acts enacted in England from 1932 onwards.

Whilst the facility for study under articles locally is to be preserved, it is intended under the new Ordinance that every articulated clerk should pass a final examination as set by the Law Society in England, with a view to spending part of his period under articles in that country.

There are to-day about 52 practising solicitors in the Colony and 10 barristers, but only a few of the latter are in active practice in the Courts.

The first European barrister registered in Hong Kong was Edward Farncombe, October 10th, 1844. The first Chinese solicitor was Ho Dyson (August 23rd, 1887), since whose time and up to 1926 there has been an average of from two to three Chinese solicitors. After 1926, the number of Chinese solicitors has steadily increased until to-day, out of the total number of solicitors practising, 20 are Chinese. In addition, there are seven Portuguese and one Indian solicitor.

Registration Of Deeds

The first Ordinance of any particular importance which was passed after the Colony obtained a local legislature by virtue of its Charter, was one which provided for the registration of deeds, documents, and judgments affecting landed property in Hong Kong.

Ordinance No. 3 (now styled No. 1) of 1844, whereby a Land Office was established, in which, it was provided, all such deeds, documents, and judgments should be registered within the period of time mentioned—one month after execution in the case of all documents executed in the Colony, or twelve months if executed in any other place. Neglect to obey the provisions of this Ordinance, it was further provided, would render such deeds and documents absolutely null and void to all intents and purposes as against any subsequent bona fide purchaser or mortgagee of the property affected.

The establishment, by this Ordinance, of a register of titles to landed property rendered conveyancing a comparatively easy matter, although considerable difficulties have occasionally been experienced by reason of the custom among the Chinese of purchasing property in a "Tong" name, that is to say, a name invented to represent a family, or a body of persons descended from a common ancestor. In the early days of the Colony this custom was apparently unknown to legal practitioners, with the result that titles to some properties were subsequently found to be much complicated. Of late years, however, the Chinese themselves have come to understand that in dealing with landed property in this Colony, use must not be made of a "Tong" name.

The tenure of practically all the land in Hong Kong and its dependencies is under lease from the Crown for a term of either 99 years or 75 years, the Colony deriving a very large part of its revenue from the Crown rents payable under these leases. Crown leases for the shorter term usually contain a provision giving the lessee a right of renewal of the lease upon the expiration of the term, when, however, the Crown rent may be readjusted. But whether or not the Crown lease contains such a provision, a renewal would doubtless be granted, on a readjustment of Crown rent, unless the land were really required for public purposes.

Land Tenure

In the early days of the Colony by far the greater number of residents were not British subjects, but Chinese. Many, as at the present time, were aliens from European countries. For some reason, which is by no means clear, doubts arose regarding the rights of other than natural-born British subjects to hold and transfer landed property within the Colony. Accordingly an Ordinance was passed in 1853 for the purpose of removing these doubts, and it was provided that it should be lawful for any alien to acquire, hold, sell, and transfer any lands, or other immovable property in the Colony as fully and effectually to all intents and purposes, as if he were a British subject residing in the Colony. Similar doubts later arose with regard to foreign corporations, and, although it is conceived that the necessity for such provision did not arise, inasmuch as the Mortmain Acts do not apply, and a foreign corporation is for all other purposes regarded by our law as an entity, it was considered advisable to provide expressly by Ordinance that a foreign corporation shall be entitled to hold and transfer land in the Colony, provided that certain formalities are carried out. The transmissions and devolution of landed property in the Colony is governed by the laws of England as they existed prior to 1843.

The Real Property Act 1845 having come into force in England prior to the passing, in Hong Kong, of Ordinance No. 2 of 1846, it was, for a brief period of time, necessary for the purpose of rendering valid at law a lease of

landed property for a term of over three years to make such lease by deed under seal; but, as, both by the Ordinance of 1846, and by the Ordinance of 1873 repealing it, only such of the laws of England as existed on April 5, 1843 became in force in the Colony, it ceased to be so necessary. Nevertheless, it has been the almost invariable practice in the Colony to follow the home practice in this respect, and also in regard to assignments of property. The Conveyancing Act of 1881 not being in force in Hong Kong, deeds relating to land are necessarily more lengthy than they are now required to be in England.

On the death intestate of the owner of landed property in the Colony, the land being leasehold, devolves upon his administrators in trust for his next of kin. Should the owner of property die leaving a will, the terms of that will govern the devolution of such property, provided the will is executed in due form, according to English law. But in the case of a will made by a Chinese testator, whether a native of, or domiciled in, Hong Kong or the Empire of China, special provision was made by Ordinance in 1856 to the effect that if the same be proved to have been made according to Chinese laws and usages, it shall be treated as a valid will for the purpose of transmitting property in the Colony. At the time of the passing of the Ordinance it was evidently not comprehended by the members of the Legislative Council that it is extremely doubtful whether there existed any laws and usages in China at all with regard to wills; the general custom being that property in that country devolves upon the next succeeding head of the deceased's family, who, however, is supposed to have a certain regard for the wishes of the deceased, expressed verbally or in writing, and whose conduct will be, to some extent, regulated by the elders of the village. The Ordinance, therefore, would not appear to be of much use.

Making A Will

Although in the past 15 years many compendious and almost revolutionary laws affecting the tenure of land have been passed at Home, there has been no change in the local law, which, therefore, stands—except in regard to the Conveyancing Act mentioned above—very much as it did in England before the Great War of 1914 to 1918.

In by far the greater number of instances where a Chinese has amassed property in Hong Kong and died, he has learned the advisability of making a will, and the necessity for having two attesting witnesses to it. If he has omitted to make a will it is believed, though the fact can seldom be proved, that after his death a will is prepared, appointing executors, which purports to have been executed by him, and to have been duly attested. Such a will, however, is generally a perfectly just one according to Chinese ideas, and is therefore not disputed, the sole object in propounding it being to avoid the necessity for finding the security which is required to be found by the administrator of an intestate's estate. The Chinese are a business people, and a Chinese becoming surety for another always requires, and is considered to be entitled to, payment for his services.

The tendency in the Colony at the present time is to assimilate its laws, so far as it can conveniently be done, to those of England. Undoubtedly this assists very much the administration. (Continued on Page 94)

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Constitutional Reform

THE completion of one hundred years of Hong Kong history, one hundred years during which democratic institutions have spread rapidly throughout the world, and at the end of which the British Empire finds itself fighting heroically to preserve democratic liberties and freedoms for the world at large, would seem to be an appropriate moment for a study of Hong Kong's constitution, to enquire why the government of this British Colony remains a picturesque survival of a bygone age—the age of privilege and patronage.

The community to whose enterprise and commercial ability this Colony owes its foundation and prosperity is still for some cryptic reason excluded from any effective participation in the management of its own affairs.

On both the Executive and Legislative Councils there is, it is true, an Unofficial element, but as this is in a permanent minority it can only express the views of the limited class it represents on the measures that are put before it without any prospect of being able to enforce them.

The position of an Unofficial Member of the Legislative Council in these circumstances was drawn attention to as far back as 1883, by the chairman of the Chamber of Commerce, the Hon. Mr. F. P. Johnson, who was at that time the local head of Messrs. Jardine, Matheson and Co. He said: "I need not tell you that the Unofficial Members of the Legislative Council are not representatives in any sense. We are nominated by the Government, we have no real power and cannot exercise any effective control over expenditure, and there is left to us only a very modified power of protest."

Nomination

Even more important than this numerical inferiority is the fact that of the Unofficial element only two, even in the Legislative Council, can be regarded in any sense as representative of the community, for only two members are subject to election—those representing respectively the Chamber of Commerce and the Unofficial Justices of the Peace. The others—three of whom are Chinese—are nominated by the Government.

In these days, when every little village in England has its elected Parish Council and the humblest in the land has been admitted to the Parliamentary franchise, the system which obtains in this Colony is an anachronism.

What, it may fairly be asked, are the conditions peculiar to Hong Kong which require that as soon as he sets foot in this Colony a man from Home shall be denied all those elementary rights of citizenship which he is entitled to exercise in the United Kingdom? He does not cease to bear the burdens of citizenship; he provides by his industry funds for carrying on the public services, he discharges his duty as a juror, and, as we have seen since the war, he is called upon to take part in the defence of the Colony and the Empire. Nor is he less enterprising, less intelligent, or less loyal than those who stay at home and are considered competent not merely to manage their own domestic affairs but also to control Imperial policy. Surely, it is a curious anomaly that the Imperial Government, while showing the most tender solicitude for native customs, should be so indifferent to British traditions, and that a readiness to introduce our democratic institutions as fast as circumstances permit to people previously subject to despotic rule should exist side by side with a

stubborn reluctance to withdraw a bureaucratic—or, rather, autocratic—form of Government from people who have been nurtured in the lap of Democracy.

The incongruity of the present state of affairs becomes more striking in contrast with the changes that have taken place elsewhere, including the Crown Colonies. Unofficial majorities have been granted to the Legislative bodies of some of the West Indian Islands, to Cyprus, British Guiana, British Honduras, Malta and Ceylon. A representative character has been given to the Government of the East Africa Protectorate; while the Straits Settlements possess municipalities to perform certain functions which in Hong Kong are monopolised by the Government. Yet for upwards of 70 years no increase has been made in the representation of the British community in Hong Kong on the Legislative Council, which remains at four, the same as in the year 1869.

Whitehall Delusion

This is the fault of successive Secretaries of State, who have laboured under the delusion that political sagacity exhausted itself when the present constitution of the Colony was drawn up. That opinion has never been held locally. Indeed, dissatisfaction with the unrepresentative character of the Legislature was expressed as early as 1845, when, as Dr. Eitel informs us, "In spite of the continuous demands of the British community for adequate representation on the Legislative Council, at least through nomination by the Crown of an equal number of Official and Unofficial Members, this burning question was temporarily decided by Sir John Davis refusing all popular representation."

Four years later, as a result of a petition to the House of Commons, the public were granted two nominated representatives on the Legislative Council. It is worthy of remark that at that time the Official Members were free to vote as they chose, and continued to exercise this freedom until 1858, when it was withdrawn.

Eventually, as a result of protests made from time to time—notably in 1865, 1869 and 1880—the number of Unofficial Members was permanently raised to four while the number of Official Members was fixed at six, giving an Official majority of two, which majority has been retained throughout all changes since. The numbers were increased respectively to five and seven in 1884, one seat being accorded to the Chinese. That this change did not meet local aspirations was shown by the speech delivered at the first meeting of the enlarged Council by the Hon. Mr. F. P. Johnson, who expressed the opinion that there should be six Official and six Unofficial Members, and added: "What we really want is that the Council should adequately represent the intelligent public opinion of the Colony." That want remains unsatisfied to this day.

1891 Demand

The next demand for reform was made ten years later, in 1891, when a petition was addressed to the House of Commons by residents of the Colony asking for—

- (1) The majority of the Legislative Council to be composed of elected representatives of British nationality.
- (2) Perfect freedom of debate for the Official Members with power to vote according to their conscientious convictions.
- (3) Complete control by the Council over local expenditure.

- (4) Management of local affairs.
- (5) A consultative voice in all questions of an Imperial character.

The only result of this was the addition of another Chinese member to the Legislative Council in return for an increase of the Official element by the inclusion of the General Officer Commanding the Troops, and the introduction of two nominated Unofficial Members into the Executive Council—a questionable benefit from a popular point of view inasmuch as the Council meets in private and its members are sworn to secrecy so that they cannot be called upon to render any account of their stewardship.

The subject was revived in January, 1916, and a petition, prepared by the Hon. Sir Henry, then Mr. H. E. Pollock, K.C., and bearing upwards of 500 signatures, was submitted to the Secretary of State in favour of—

- (1) An increase of the Unofficial Members of the Executive Council from two to four, and the substitution of the principle of election for nomination, the electoral bodies to be the Chamber of Commerce and the Unofficial Justices of the Peace.
- (2) An Unofficial majority on the Legislative Council by increasing the number of Unofficial Members from six to ten, all of them, except the Chinese, to be elected by the Chamber of Commerce and the Unofficial Justices of the Peace.

No Innovation

The electorates suggested, though obviously open to criticism, were put forward because, being already in existence, they involved no innovation and were therefore, it was hoped, less likely to meet with official opposition. The Governor, however, ready to seize upon any argument that would serve his purpose by staving off the evil day, pointed out in his despatch to the Secretary of State that the Chamber of Commerce consisted of only 150 members and the Unofficial Justices of the Peace of only 120. This objection was anticipated by Mr. Pollock in a covering letter, proposing an alternative franchise composed of Jurors and those eligible for jury service but exempt by reason of their occupations. Mr. Bonar Law, who was then Secretary of State, replied laconically, under date August 10, 1916, that he saw no adequate reason for departing from the decision reached by Lord Ripon twenty years earlier.

Association Formed

This led to the formation of the Constitutional Reform Association in May of the following year in order that the task of pressing for reform might be placed in the hands of a permanent body instead of being left to one or two individuals. Out of a commendable desire not to do anything that might embarrass the Imperial Government during the war, nothing in furtherance of the chief object of this organisation was attempted until the great struggle was over, but on January 8, 1919, at a largely attended public meeting in the Theatre Royal, the following resolutions were passed unanimously for submission to the Secretary of State—

- (1) That the Unofficial Members of the Legislative Council be increased from six to nine, thus giving an Unofficial majority of one.
- (2) That of the nine Unofficial Members seven, who must be British subjects, be elected as follows—

One by the Hong Kong Chamber of Commerce.
One by the Non-Official Justices of the Peace.
One by the Chinese Chamber of Commerce or some other representative Chinese body.
Four (one of Portuguese race and three of British race) by British subjects on the Jurors' List and those eligible for but exempted from jury service.

Modest Scheme

This, it will be noticed, was the most modest of the three schemes. It neither asked that the Official Members of the Legislative Council should be free to speak and vote as their consciences dictate; nor that there should be any interference with the existing constitution of the Executive Council, which exercises no legislative functions other than those delegated to it by the Legislative Council, such as framing regulations under Ordinances; and though it repeated the demand for an Unofficial majority in the Legislature it limited that majority to one. Again, while retaining the representative of each of the two bodies originally selected by the Imperial authorities for electoral purposes, it submitted a new and more popular franchise for the remaining European Unofficial Members of the Council. Finally, it recognised the claim of British subjects, other than those of British race, in the Colony to consideration.

No reply to this last demand was received for two years, but in the interval the Committee of the Constitutional Reform Association were informed that Lord Milner, who was the Secretary of State for the Colonies, would await a report from the newly appointed Governor, Sir R. E. Stubbs, after he had had time to acquaint himself with local conditions. The Committee waited upon His Excellency early in 1920, some six months after his arrival, in order to explain their views to him, and it was generally understood that he was in sympathy with at least a part of their programme—the demand, for example, that election should be substituted for nomination in the case of Unofficial European Members of the Council. It was surprising, therefore, to learn in February, 1920, as a result of a question addressed by Lt.-Col. John Ward, M.P., in the House of Commons to Mr. Winston Churchill, who had succeeded Lord Milner at the Colonial Office, that it had been decided not to make any change in the number or mode of selection of the members of the Legislative Council.

No less surprising was it to discover, a little later, that a third Unofficial Member had been added to the Executive Council, despite the fact that upon reflection the public had abandoned their earlier demand in this direction because it would not give them any greater measure of control.

Settled Conviction

A few years ago, the number of Unofficial Members of Legislative Council was further increased, to eight, composed of four British, three Chinese and one Portuguese, but as the number of Officials was simultaneously increased to ten, the Official majority of two went undisturbed.

The persistency of the demand for some approach to representative Government—a demand which, as shown, dates from 1891—is conclusive evidence of a settled conviction on the part of the community throughout several generations; and is a complete re-

(Continued On Page 70)

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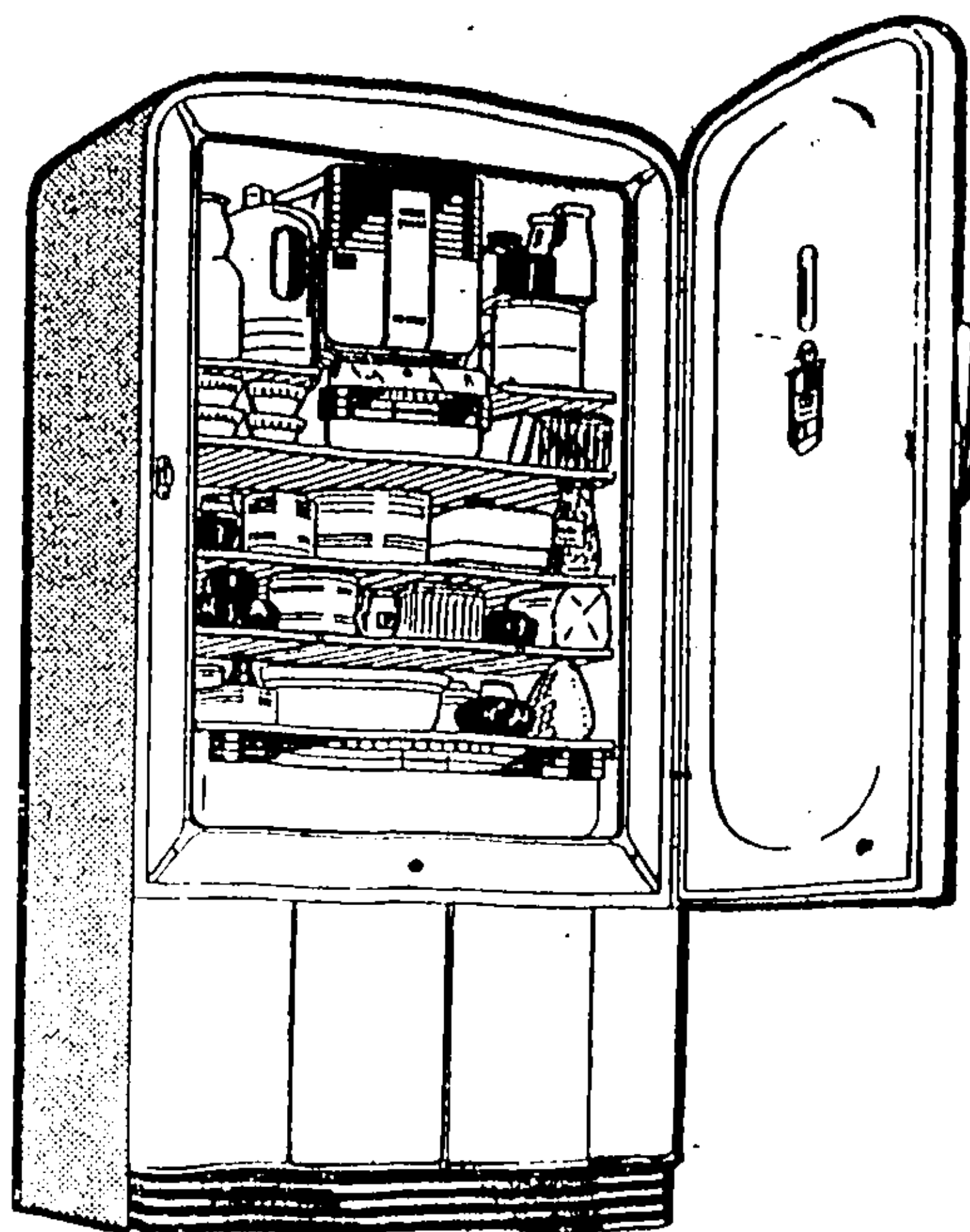
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CONVENIENCE



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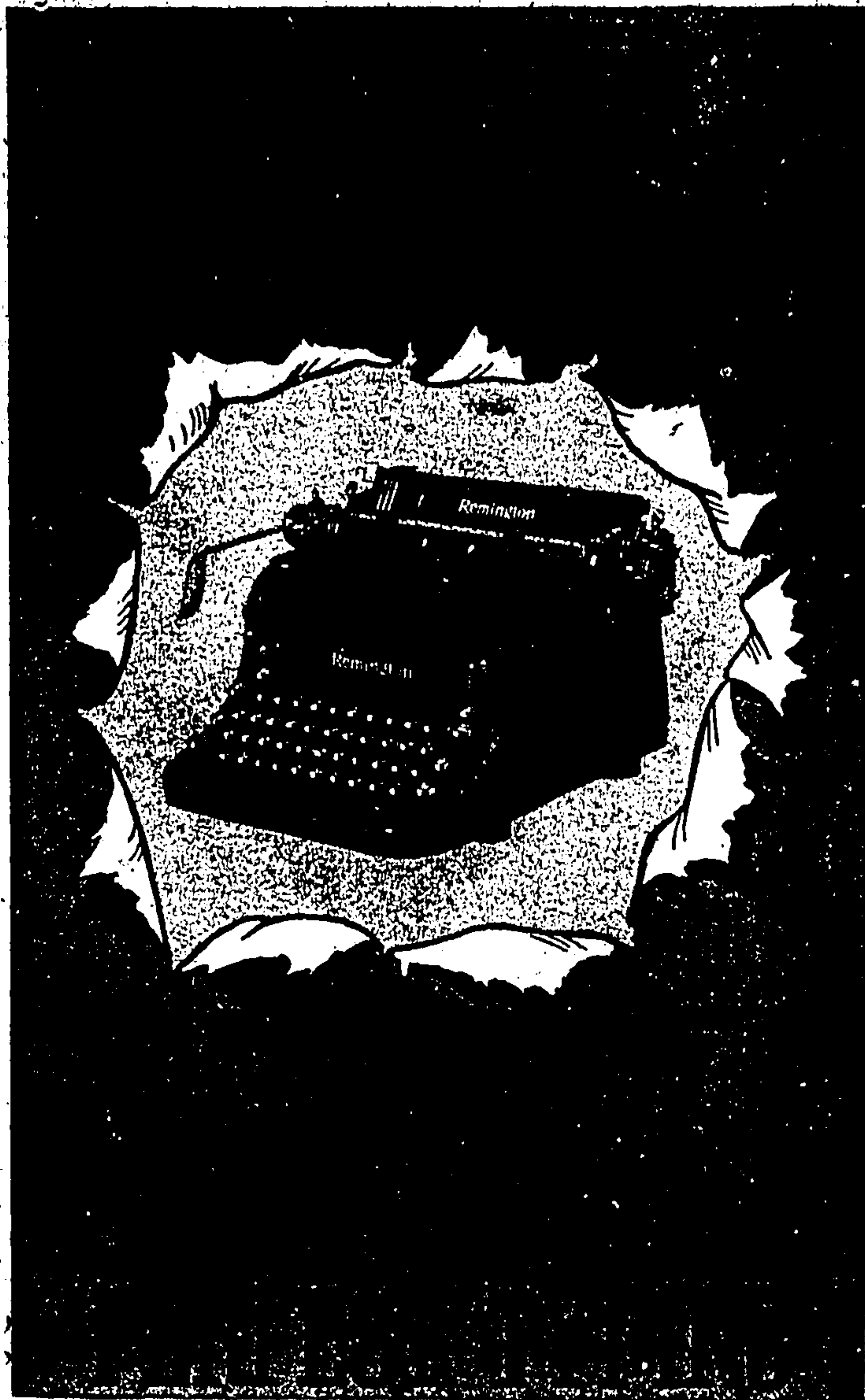
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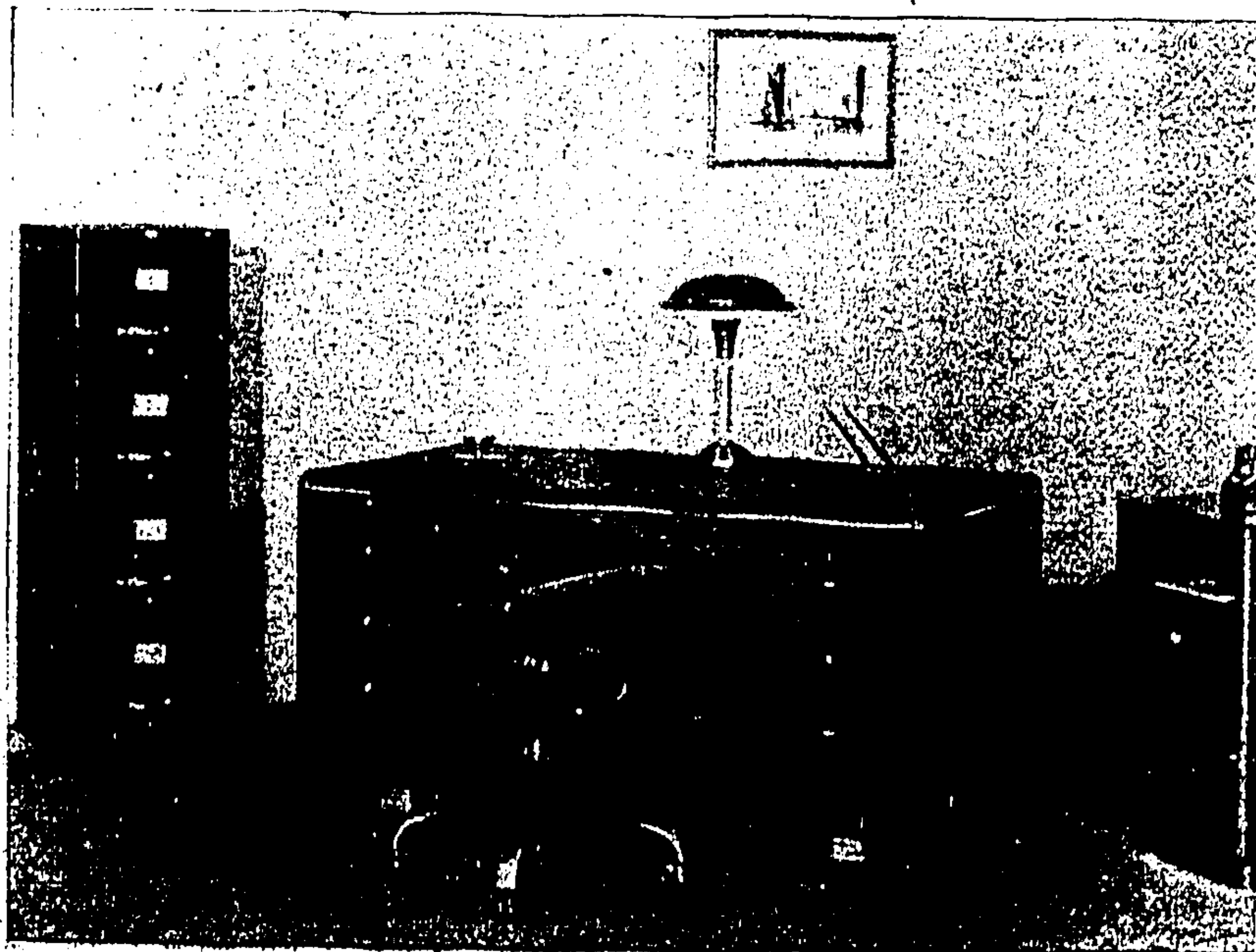
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Pros And Cons Of The Issue

(Continued from Page 68)

butta of the charge made by Sir William Robinson, a former Governor, that it was merely the outcome of an agitation on the part of "a few unquiet spirits."

It is sometimes urged that a greater degree of success would have been achieved if those dissatisfied with the existing order of things had pressed their claims with greater frequency and vigour. That is undoubtedly true, but it has to be remembered that the absence of representative institutions tends naturally to arrest the growth of a civic spirit and to stifle initiative and independence of character. While repression has this fatal psychological effect, the exercise of responsibility acts, on the contrary, as a mental tonic.

J. P. Elections

Nor can it be denied that, in addition to the opposition of the Government, naturally anxious to retain its power, there has been a small but very influential section composed of the "Vested Interests" who have quietly but none the less strenuously resisted any change. While it is not denied that their stake in the Colony entitles them to consideration, it is disputed that they have the right to sole consideration, for their interests as large property-owners and as holders of public concessions do not necessarily coincide, but rather conflict, with those of the majority of their fellow-countrymen, who are absolutely without any voice in the Legislature. So generally was this view accepted in the years 1915-21 that, although they nominate many of the Justices of the Peace (who are limited in number to 120) and have a considerable voice in the Chamber of Commerce (which consists of about 150 members), they only succeeded in returning one of their nominees—and him by a very slender majority—to these bodies in the six elections which took place between 1915 and 1921.

The Radicals

At the opposite end of the scale was found amongst those who stood to gain most by an amendment of the Constitution a lack of enthusiasm because the proposed reforms did not go as far as they wished. It must be borne in mind, however, that the Constitutional Reform Association had to submit a programme calculated to command the greatest common measure of support and to stand some chance of acceptance by the conservative minds which dominate the Colonial Office. Obviously this involved compromise, but as Burke remarked: "All Government, indeed all human benefit and enjoyment, every virtue and every prudent act, is founded on compromise and barter." While it is true that the scheme submitted did not involve any revolutionary change it would, nevertheless, have ensured the faithful representation and more respectful consideration of the views of the British community, create a healthy interest in local affairs, promote legislative efficiency, and develop a corporate sense.

The Arguments

It is a poor case which cannot afford to be confronted with the arguments of the other side. Let us look, therefore, at the reasons which have been advanced for withholding from Hong Kong the concessions made to many other Crown Colonies. To do this we have to go back to the despatch of Lord Ripon, for it is a significant fact that Secretaries of State have prudently refrained from

entering into any detailed discussion of the subject, while the local Government, when asked to explain the reason for retaining the nominative system in the case of two of the four non-Chinese Unofficial Members of the Legislative Council, was obliged to seek refuge in the plea that the question touched the Royal Instructions and was therefore out of order. Some of the points raised by Lord Ripon need not be considered because they were either founded on a misapprehension of the petition referred to him, or have not occurred in later proposals. We will, therefore, proceed to tabulate those objections which are common to all the petitions and also those which have been specially directed locally against the later ones, as follows:—

The past progress of the Colony as an evidence of good Government.

Without going so far as to say that the progress of the Colony has been in spite of, rather than because of, the system of Government, we may point to the still more rapid advance of Shanghai with its representative institutions. In both cases favourable geographical position as an entrepot of trade has been the chief factor in development. Even good Government, however, may be capable of improvement, and is not necessarily a satisfactory substitute for self-government.

That no weighty examples have been cited of the over-riding of popular opinion by the arbitrary exercise of the official vote.

This obviously depends upon the definition given to "weighty examples." As a rule, of course, the Government is discreet enough not to goad the public into open and violent protest, but it may flout or ignore public opinion on countless occasions none of which may justify a public demonstration, though they may be very irritating and, taken collectively, constitute a substantial grievance. In addition, however, to sins of omission there are sins of commission to be considered—the neglect to pay due heed to the needs of the vast majority of the British community who are still politically inarticulate. The importance of this point will be appreciated when it is explained that the Government discharges municipal as well as Colonial duties.

Minority Franchise

The proposed electorate will represent only a small minority of the inhabitants of the Colony.

The fact that Hong Kong is a British possession on the fringe of China makes it necessary that final control should remain in British hands. For this reason it is impossible to have a thoroughly representative and responsible Government, because if all the Chinese, or even that section which might claim technically to be British by the accident of birth were to be enfranchised they would be the unchallenged masters of the situation. As it is, they enjoy a considerable measure of control over their own local affairs in ways which are suited to their political development, through such bodies as the District Watchmen's Committee, the Tung Wah Hospital Board, the Po Leung Kuk and other local committees, boards and guilds. The Secretary for Chinese Affairs, with a seat on both Councils, acts as a special intermediary for placing their views before the Government, and, in addition, they have three nominated representatives on the Legislative Council. Further, they are in a position to turn the scale in an election for a representative of the Unofficial Justices on the Council. Owing to their neglect to register births it would be im-

possible to say who are British subjects and who are not for electoral purposes, while, in any case, the overwhelming majority lack the education to take an intelligent part in public affairs. The fact, however, that it is not prudent or practicable to enfranchise the entire population furnishes no just reason for disenfranchising all but a very small percentage of "British subjects of pure European descent"—to adopt the phraseology employed for the evacuation order. Lord Ripon while opposed to placing "the power in the hands of a small oligarchy restricted by the limits of race," apparently saw nothing inconsistent with his ideas in the perpetuation of a British autocracy, though it is a copy-book maxim that two wrongs do not make a right.

The implied charge that non-official Europeans would not treat the Chinese as fairly as the European officials do, has nothing to support it; but even if there were a desire to be unjust there would not be the opportunity, since the Officials and the Chinese combined would be in a majority on the Council and there would always be as a further safeguard, the Governor's veto, the Royal veto, and the power retained by the Imperial Parliament to pass legislation for the Colony.

Outside Pale

That all the European Unofficial Members should be elected by the British community.

This can be dismissed at the present time as lying outside the pale of practical politics, more moderate demands having been consistently refused. Even if this were not so, it may be doubted whether it would be prudent to deprive the commercial interests of the Colony of the right to direct representation. The justification for the retention of the Justices' Member is not so strong, but it is a concession to those who are ready to admit the need for some reform but are afraid of going too far. The British temperament is cautious, and it is not usual to do away with old institutions until they have become mischievous. Certainly it can be said of the representatives of both the Chamber of Commerce and the Justices of the Peace that unlike the nominated members, they have invariably been champions of popular rights. In proof of this it is only necessary to recall the names of the Hon. Mr. T. H. Whitehead, the Hon. Mr. E. A. Hewitt, the Hon. Sir Henry Pollock, and the Hon. Mr. P. H. Holyoak.

Both Ways

The transient nature of the European population.

This objection applies with equal force to Shanghai, which has been very successfully administered for 60 years by an International Municipal Council and to the officials—notably the Governor, who is usually appointed for five years only—who are liable to be sent elsewhere and, unlike many of the commercial men, have no permanent interest in the Colony.

Popular indifference to public affairs.

Though there is no insured class in Hong Kong it cannot be contended that any difficulty has been experienced in obtaining men willing to serve on either the Executive or Legislative Councils, although under existing conditions the field of selection is naturally very limited and the prospect of recognition is so remote as to offer no attraction. For years past there has never been any dearth of candidates for the vacancies which have arisen on either body, and with the extension of the

franchise and the increase in public interest that would inevitably follow it may be taken for granted that there would be still greater competition. The "man in the street," too, would soon shake off his apathetic attitude as soon as he found that he could command attention. The example of Shanghai, although the vote there is based on a property qualification, furnishes convincing evidence on these points.

The Difference

That if reform were granted the same class of men would sit on the Council as at present.

There is no ground for assuming that this would be the case, as men would be encouraged to come forward who stand no chance of being nominated under present conditions. But, even conceding for the sake of argument that the assumption were correct, there would be this very material difference—that those returned to the Council would be elected on a popular franchise and so could not ignore the views of "the man in the street."

The Government has no axe to grind.

The honesty of the Government has never been called into question, but locally alone does not constitute sufficient title to the sole direction of public affairs. A bureaucracy needs a powerful opposition, representative of the community, to stimulate its activity, check its mistakes and secure proper attention to the needs of all sections. In his despatch to the Secretary of State in 1916 H.E. Sir Henry May took credit for the "scrupulous care with which vested interests and public opinion are consulted," but it will be noticed that, although endeavouring to make out the best possible case for his own side, he very properly gave vested interests the first place. Popular election, with its corollary popular rejection, would provide a simple and effective means of dealing with axe-grinders that is not available under the existing system of nomination.

Defunct

The foregoing arguments are quoted from an article published in the "China Mail" by Mr. H. A. Cartwright nearly 20 years ago.

Since that time, the Constitutional Reform Association has become defunct from inertia.

It may be considered significant, however, that the demand for constitutional reform reached its highest peak in vocal form immediately after the last war, and that at the recent mass meeting in the Peninsula Hotel, dealing with evacuation issues, "enthusiastic support was given to a suggestion that the Representation Committee might subsequently develop into an organisation with direct interest in constitutional reform."

Britain's Peace Aims

It may have been noted also, that the manifesto of the National Peace Council, urging statement of the British peace aims, stressed the need for making the conception of democratic freedom a reality not merely in Britain and the Dominions but also in the "dependent" areas of the British Empire, including the grant of full self-government to India and the acceleration of progress towards self-government in the Colonies. The present moment is plainly not ripe for active steps. The community, as in 1918, would not countenance agitation which might embarrass the Imperial Government during the war.

It will be time enough when the war is over—when the triumph of the fight for democracy must lend emphasis to representations.

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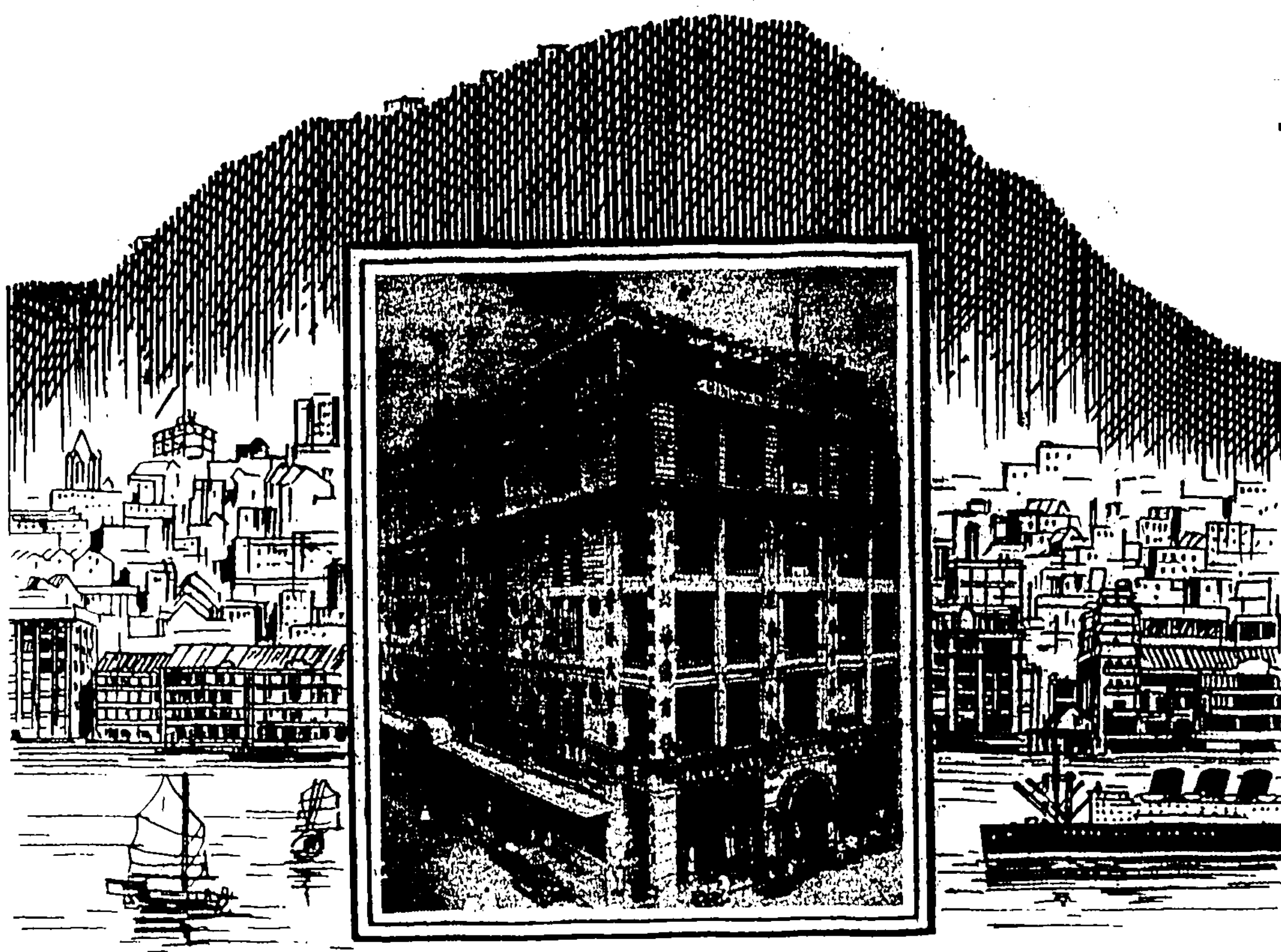
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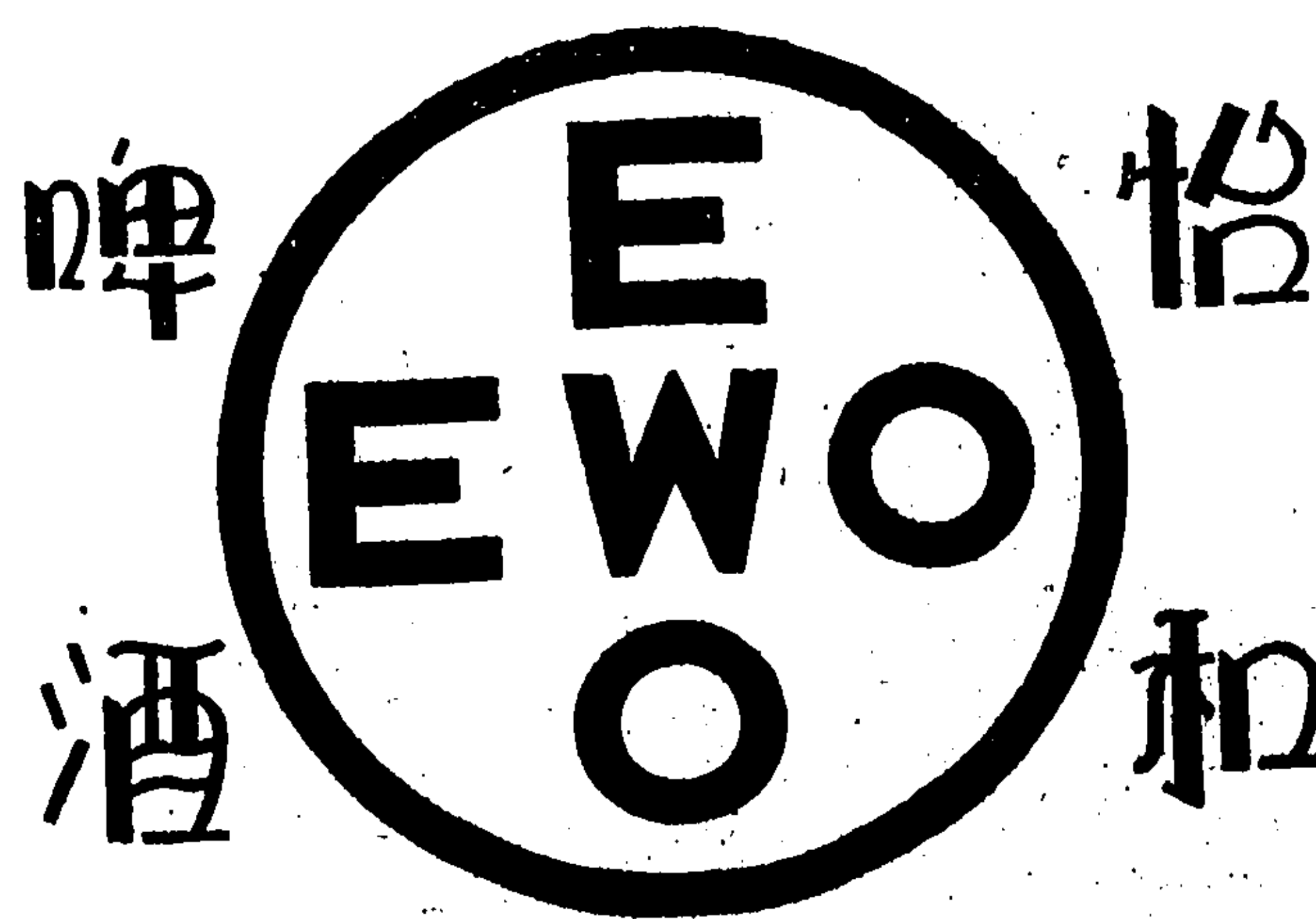
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Social Services In H.K.

In the fifth century before the birth of Christ, Confucius wrote:

己飢己溺

This can be paraphrased in English in the following words:—

Let the suffering of others who lose their lives by starvation or by drowning be as real to you as though you yourself had suffered in this way.

It is but natural to find that charity exists on a large scale in a vast country like China, where famine, (飢) flood, (溺) drought, pestilence and war have prevailed for upwards of two thousand years or more in the past twenty-five centuries, where huge migrations have taken place from devastated areas, where Mai Luk, The Laughing Buddha, is depicted as an obese monk with a bellyful of rice (indicative of the poor man's dream of a paradise where there is a plentitude of food), and where the patriarchal family system prevails (so often associated with "secondary" wives and their offspring). That the charity is for the most part individual and unorganised cannot be gainsaid. There are, of course, exceptions to this somewhat sweeping statement; relief work sponsored by the state and by foreign organisations (notably American and British) has been carried out for many years.

Mass of Want

It cannot be denied, however, that these notable and praiseworthy efforts have had but a small effect on the mass of want and suffering from which tens of millions have been the victims.

As in China, so here in Hong Kong the century of which we are now celebrating, social services are still in an elementary stage of development. The earliest in the field as regards organised bodies were the Christian missions which have always taken an active part in secular education and in the care of the sick, the blind, the aged and the destitute.

Other organisations have made their contribution in the form of special work for babies and young children, the homeless, the wayward, the "unfortunate" and the abandoned. Some have confined their sphere of labour to one or other of the many races making up the population of Hong Kong.

Over seventy years ago an important Chinese association came into being which shouldered, for several decades at any rate, the main responsibility for the care of the Chinese sick poor.

All credit is due to these pioneers, religious and lay, of charitable works in Hong Kong. They would, it is felt, be the first to agree that little more than the mere surface had been scratched.

Government's Part

Government has played its part in endeavouring to develop the trade and resources of the Colony and, thus, to increase the prosperity of its inhabitants, to maintain peace and security in which its citizens can live and work, to improve the standard of living of those for whom it stands in a position of trustee, to provide health, welfare, medical and educational services for all sections of the community, and to encourage by subsidies, grants of land, and so on, the efforts of non-official bodies to bridge the wide gap between existing and tolerable standards of living for the masses.

What has been achieved to date by unofficial and government efforts is plain to all who care to see. It is easy to understand how unofficial bodies, with the best will in the world, found them-

selves unable to meet the overwhelming burden resulting from the outbreak of Sino-Japanese hostilities in July, 1937, coupled with an influx of refugees, first from Shanghai and North China and later from Kwangtung and the south.

In less than two years, it is calculated that the population of the Colony was doubled by this vast number of persons seeking the protection afforded here in Hong Kong under the British flag.

Charitable institutions could not be expected to meet this abnormal strain upon their resources and Government, for the first time in its history, provided shelter, food and medical services for thousands upon thousands of persons. The number of those needing help increased concurrently with the exhaustion by many of the refugees of their scant savings, combined with the rapid rise in the cost of living and, in many instances, an actual depression in the wages earned owing to a surplus of labour.

Refugee Camps

Camps were built for the refugees and others who were unable to provide themselves with a roof over their heads and who slept on the street pavements in their thousands.

Buildings were taken over and converted into hospitals and large subsidies were given to unofficial bodies to enable them to increase their provision for the sick poor and destitute.

Legislation has been enacted to protect certain sections of the community from the rapacity of certain bad types of landlords.

In addition, restrictions have been placed upon refugees entering the Colony (other than those from areas in peril from war conditions), culminating, finally, in a law aimed at bringing about a reduction in the number of persons exposed to the dangers of hostile action in the event of the Colony being invested and attacked and at preventing the aggravation of the gross overcrowding of dwellings and a flooding of the labour market — to the great disadvantage of the body of indigenous labour.

Immigration Law

Apart from its other manifest advantages, the recently enacted legislation restricting immigration will lay (once and for all) the bogey encountered even amongst intellectual and socially-minded persons to the effect that any improvement in conditions of food, housing, medical and educational facilities in Hong Kong would be immediately followed by an overwhelming influx of all and sundry from South China — a theory disproved conclusively in the past two and a half years during which the Colony's population, although 'doubled', numbers fewer refugees in its midst than is represented by the peace time population of but one city of Kwangtung (Canton).

In a very brief note on the social services in Hong Kong, it might not be out of place to refer to certain hopes and aspirations for the future.

Malnutrition (including the diseases following in its train, such as tuberculosis and beri beri, which exact such a severe toll upon this community at present) is due in the main to poverty and ignorance, with a profound emphasis upon the economic factor.

The teaching and practice of hygiene in the schools and public health propaganda by medical and health officers and inspectors and health visitors during their domiciliary visits, and in the welfare centres, clinics and hospitals,

assisted by an enlightened Press, the broadcasting system, the cinemas, restaurants and eating houses, are all helping to dispel ignorance in relation to nutrition and these efforts can be intensified at small cost.

Economic Aspect

The economic aspect will be influenced partly by implementing the legislative provisions relating to minimum wages and conditions of work, partly by developing the undoubted advantages of what is one of the finest ports in the world, and partly by intelligent control of food prices and, in times of severe stress, by Government taking an active part in the import and distribution of staple foodstuffs and fuel. The proposal to inaugurate an experimental plantation and mixed farm in the New Territories in the coming financial year and the starting of an up-to-date system under Government control for the collection of nightsoil and its safe utilisation as a fertiliser should combine to bring about an increase in the productivity of those portions of the New Territories capable of a far higher yield than is possible at present — with a consequent lowering of costs of protective foods.

Housing comes next on the list after the improvement of food supplies; and the problem of building healthy tenements for artisans and poorer grades should be simplified once the immigration law takes effect and there is less disparity between the size of the population and the amount of available housing.

Town Planning

The existence of Government camps should greatly facilitate town planning and slum clearance when these much-to-be-desired steps are put into operation. The proposed use of the camps for this purpose should provide a sufficient answer to those who were inclined to criticise Government at first for constructing over 10,000 for the past two years. A further justification, if necessary, for the Government camps lies in the fact that they are also used to house aged and infirm, blind and mentally-afflicted homeless from the streets, many of whom would drift into the overcrowded Chinese hospitals, and for sheltering many hundred young girls, ill-treated mui tsai or motherless girls rescued from all manner of unsavoury surroundings by the officers attached to the Secretariat for Chinese Affairs.

Pioneer Work

Pioneer work by a missionary body in housing in ordinary converted shop-houses those earning low wages has pointed the way to greater efforts along the lines of the Peabody Trust dwellings in London or the City Development Trust in Singapore, and other cooperative housing schemes.

After food, shelter and reasonably adequate wages, comes the improvement of medical and health facilities in Hong Kong.

Mention has been made already of public health propaganda. Such teaching loses much of its value if environmental conditions (including those under which the younger generation are taught) are so unsatisfactory that it is not possible to put into practice the lessons. The adoption by Government of the new Educational Code indicates clearly the importance which is attached to the health factor in schools.

Step by step with the raising of the standard of environmental hygiene will, it is hoped, go an

By Dr. P. S.
SELWYN-CLARKE,
Director of Medical
Services

increase in the facilities for vernacular education. It is obviously very desirable that children should grow up with an adequate knowledge and a real appreciation of the value of personal, domestic and communal hygiene and this can be acquired best in schools.

That Government is very concerned with the inadequacy of accommodation for the sick and injured in Hong Kong is clearly established by the fact that His Excellency Sir Geoffrey Northcote appointed in 1938 a special committee to investigate and advise on the subject.

Big Expenditure

The proposals of the Technical Committee in question which have been accepted in principle by the Government and by the Secretary of State for the Colonies involve the expenditure during the next five years of a sum of over \$10,000,000 on institutions for those suffering from general and infectious diseases, from tuberculosis and other so-called social diseases, for sick children, for the aged sick, and so on. In earnest of its intentions, Government has already caused the sites for the proposed new general and infectious diseases hospitals to be formed in readiness for the construction of these two institutions and the plans have been completed for the second.

In addition and in the past two years alone, in its efforts to meet the serious burden of sickness resulting from the refugee immigration, Government has permitted two institutions with a total of 600 beds to be converted into relief hospitals, has financed extensive repairs to the Leper Settlement doubling its accommodation, and the conversion of other buildings into a satisfactory mental hospital for female patients.

Welfare Centres

A new welfare centre was opened in Kowloon early in 1940 and plans have been approved for much needed welfare centres in the New Territories (Tsun Wan) and in the Western District of Victoria.

Apart from the foregoing, Government has increased its financial assistance to the Chinese hospitals and dispensaries from \$121,000 to over \$750,000 in the past few years.

The above details have been given so that the community as a whole may realise that, while the need for social services in Hong Kong is very great, and is likely to remain so for years, the Governor and his Council are far from being unaware of or unsympathetic towards the requirements. This fact should encourage those who have at heart the true welfare of the local inhabitants (including persons of all grades and of all races, but especially the Chinese and the underprivileged).

Finally, it is only fitting that a warm tribute should be paid to all those workers who sacrifice time, thought, energy and resources to rendering whatever service lies in their power for the benefit of the community in which they have their being.



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Scrapbook Of Memories

The first marriages in Hong Kong were solemnised in 1842 in the Matshed Church, in the north-west corner of the present Murray Parade ground, which was established the same year.

Copies of the first marriage licences were entered in a Register, now in the custody of the Registrar of Marriages, Mr. T. S. Whyte-Smith, by Richard Hayward Kidd, at that time Colonial Chaplain of Hong Kong.

According to this register, the first marriage took place on July 25, 1842, between George Brayson, widower, (G.C.), apothecary, of H.M. 12th Regiment of Foot, and Margaret Slattery, spinster, of Hong Kong. This marriage was performed by George Cooper, M.A., (Chaplain of H.M.S. Blenheim), in the presence of four witnesses, B. B. Johnston, W. Tarrant, Janet Waddell and Charles E. Stewart.

The first Roman Catholic marriage in Hong Kong took place on January 7, 1860, which according to the original, (also in the custody of Mr. Whyte-Smith) was between Francis Heraldus and Athanasia Francisca D. Paula, in the Church of the Immaculate Conception. This marriage was performed by the Rev. Angeles Vandagur, the witnesses being Castano dos Santos and Mivlos Pontes.

The first marriage under the Marriage Ordinance took place on March 11, 1876, between Thomas Doherty, 25, bachelor, Staff Clerk, of Spring Gardens, and Kate McCarton, 22, spinster. The religious ceremony took place in the Church of the Immaculate Conception and was performed by the Rev. M. Cullen.

Oldest Policemen

The Hong Kong Police Force was organised on May 1, 1844. The oldest European, Chinese and Indian members still in service are

Mr. Robert Horace Ethelbert Marks, Assistant Superintendent of Police, who joined the force on July 29, 1909.

Inspector Chu Heung, Principal Chinese Detective, who joined on May 1, 1906. He is retiring on May 1, this year.

Lance Sergeant (B112) Xaman Ali, who joined the Force on January 7, 1913.

The Hong Kong Volunteer Corps, forerunner of the Hong Kong Volunteer Defence Corps, was formed on March 1, 1862, a battery of artillery armed with three-pounders and 4 2/5 inch howitzers.

The first Commandant was Captain (later Lieutenant-Colonel) F. Brine, R. A., and first officers were W. Kane, R. B. Baker, J. M. Fraser, and J. Dodd.

The Corps was disbanded on June 1, 1866 owing to continuous non-attendance of its members!

Hong Kong's Cadet system came into being by an official announcement on October 12, 1861, the first three Cadets, Messrs. Cecil Clementi Smith (uncle of Sir Cecil Clementi), W. M. Deane, and M. S. Tonnochy were appointed.

On the night of September 22-23, 1874, the entire Police Force was confined to barracks by the Captain Superintendent of Police, Mr. W. M. Deane, owing to the typhoon. This decision by Mr. Deane, instead of ordering the Police out to do rescue and salvage work, drew severe criticism. This typhoon was responsible for

the loss of 35 foreign ships. Over 2,000 lives were lost and some \$5,000,000 worth of property was destroyed in less than six hours.

The Water Police was organised in 1868, on a large wooden junk which had been formerly employed in the opium trade. In 1884, the junk caught fire and was blown up by a torpedo from H. M. S. Merlin. The Water Police moved into Crosby's Store on the Hong Kong waterfront. In September the same year—1884—they moved into their present premises at Tsimshatsui.

In 1886, rumours were rife that the Chinese in Canton were planning to descend on Hong Kong to loot and set fire to the Colony, and as a result of petitions from Chinese bodies, the District Watchmen were organised.

behind Flagstaff House. This came to be known as the "Church Parade."

Seven - And - Six - Penny Hill received its name from the Army. Soldiers used to climb up the hill to draw their weekly pay of 7s. 6d.

Following the attempt on Sir Henry May's life, State sedan chairs were abolished and Governors since have been provided with cars. Sir Henry was travelling in a State Sedan Chair when the attempt was made, after his official landing at Blake Pier.

The Supreme Court has been accommodated in three different premises since it started to function on October 1, 1844. First it was in Wellington Street; four years later it was removed to a

sponsible for raising the funds for the bandstand which can still be seen to-day.

The Helena May Institute was named in honour of Lady May, wife of Sir Henry May.

The Hong Kong General Chamber of Commerce was founded in 1861. The first President of the Chamber was Mr. Alex. Percival, of Messrs. Jardine Matheson, and Co., and the Vice-President, Mr. W. Walkinshaw, of Messrs. Turner and Co. The Chamber's first representative on the Legislative Council was Sir Thomas Jackson, General Manager of the Hong Kong and Shanghai Banking Corporation.

Queen's Road

Queen's Road was given its name in March, 1842, when the first Land Committee was appointed to investigate claims along the road.

Hong Kong once had a Chinese Police Magistrate. He was the well-known Mr. Ng Choy, afterwards known as Minister Wu Ting-fang, and was appointed in 1880 by the Governor, Sir John Pope Hennessy. Wu Ting-fang was also the first Chinese to be called to the English Bar and to have been admitted locally, and he was the first and only Chinese magistrate in the history of Hong Kong.

The first Chinese national in Hong Kong to adopt foreign clothes was Sir Kai Ho-Kai.

Kellett Island was named after Vice-Admiral Sir H. Kellett, who was Commander-in-chief in the late Sixties.

Hong Kong's first Inspector of Buildings (a comparatively easy job at that time) was a Mr. M. Bruce, who was appointed to this post by Sir Henry Pottinger — Hong Kong's first Governor (1841-44).

Hong Kong Club

The Hong Kong Club was started in May, 1846 and was first located on the site now occupied by the King's Theatre.

The first Harbour Master was Lieutenant William Pedder, R. N., and he had his headquarters at the top of Pedder Street.

The city of Hong Kong was not provided with street lights until 16 years after the occupation. On October 1, 1857, 350 oil lamps were put up in different parts of the town.

Meetings of the Legislative Council were not made public until March 25, 1858.

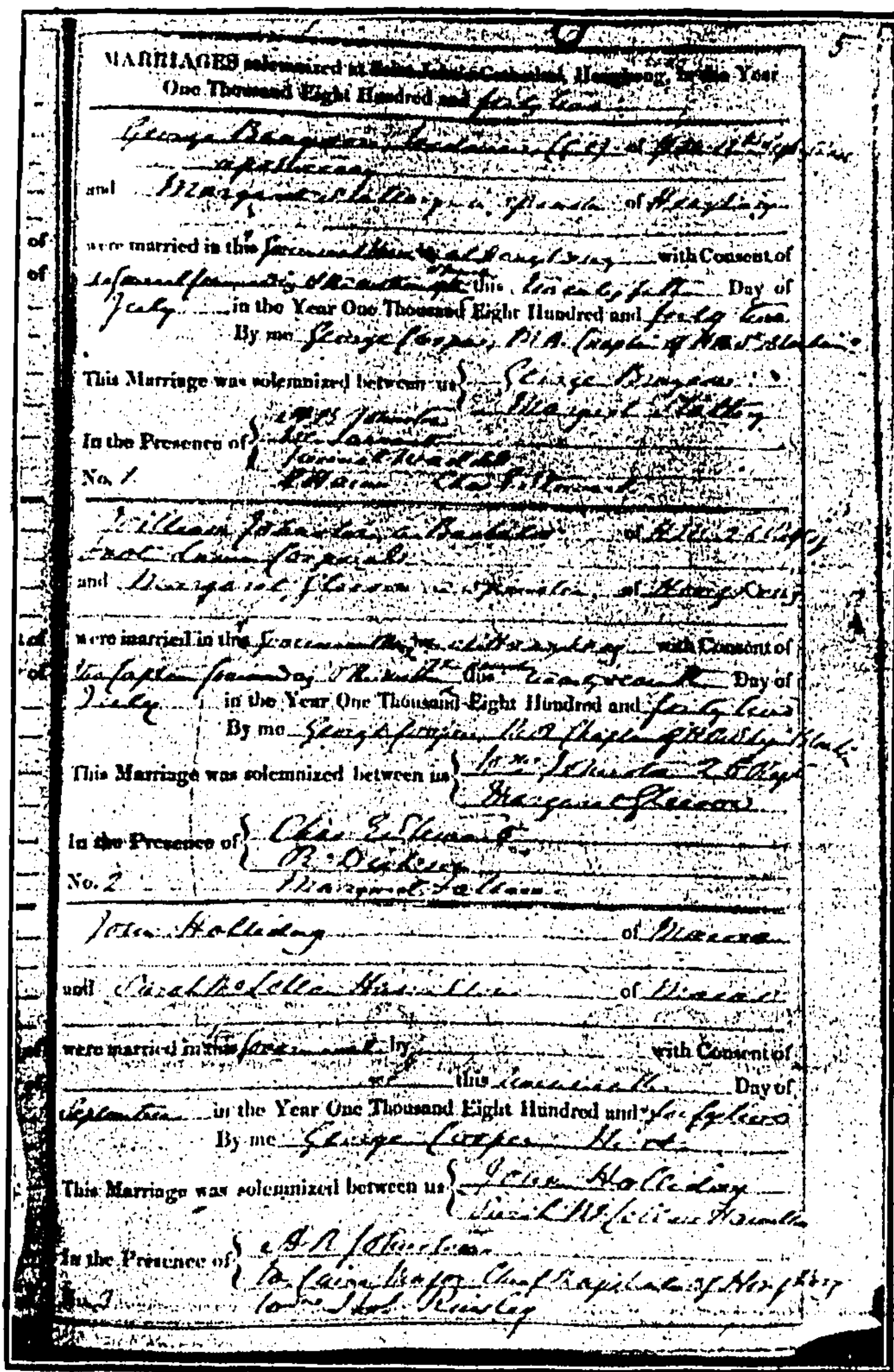
The first Sailors' Home was opened in West Point (next to St. Peter's Church) on January 31, 1863.

Gas was not known in Hong Kong until the early Sixties, when the first gas lighting in the Colony was introduced on November 12, 1864. By March 1865 there were a total of 400 gas lights in the streets of Hong Kong.

The first ship built in Hong Kong, after the occupation, was launched on February 7, 1843, — two years after the Colony was ceded. Named the Celestial, of 80 tons, it was launched from a patent slip at East Point.

Five wells were sunk in 1851 to supply the city with water.

St. John's Cathedral opened on March 11, 1849.



A copy from the Register of the first marriage to be celebrated in Hong Kong, on July 25, 1842. The second took place two days later and the third in the following September.

Hong Kong Hotel charges were considerably lower in the early days. Two dollars was charged for a first class room and between 50 cents and 75 cents for a meal of some 22 courses!

The Police Force was first known as the Colonial Police Force and the members were equipped with green uniforms which gave them the name of Green Coats.

Scandal Point was so named because it was in the early days the neighbourhood where gossip was exchanged on Sunday afternoons.

"Showing off" was regularly carried out on Sunday afternoons in the old days. The women of the Colony in their Sunday best and accompanied by their escorts, used to stroll after leaving Church along the path which now runs

building called Exchange Building in Queen's Road Central.

The present Supreme Court was completed early in 1912 and was formally opened by Sir Henry May on January 15, 1912.

One of the first schools in the Colony was St. Andrew's School for British children which was opened following a public meeting in 1855. It, however, lasted only a few years.

The Botanical Gardens were laid out by Government in 1860. In 1861, the Gardens were in the charge of Mr. T. Donaldson, who was appointed Curator. The trees and some of the plants still existing were reared from seeds from England and Australia. The Gardens were not opened to the general public until October 7, 1861. The Parsee community was re-

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1841



1941

Then---And Now

THREE years ago a visitor of importance passed through Hong Kong. Before he relinquished his responsible position in the Colony in 1927 he was identified with several industrial concerns in Hong Kong and at Kowloon. When the gentleman was passing through on his way to Shanghai, a former associate in business and the writer accompanied the visitor on a round of Kowloon, which he had last seen more than ten years before. Stopping in front of a sea reclamation that had just been finished and the trenches for the foundation for a large workshop that were being dug, the gentleman was asked: "What do you think of this transformation?" "Transformation! Why transformation?" he asked. "This is creation," he added. Creation, indeed, since the reclamation of the shore-line of that particular point of Kowloon represented no less than six acres of flat land badly needed for extension of ground to provide for an essential utility establishment on the mainland.

The exclamatory remark just quoted, in answer to a friendly question, typifies every stage of the phenomenal growth of the Island of Hong Kong during the past hundred years of its existence as a British settlement and of eighty-two years of Kowloon since its cession for inclusion as a dependency of the Colony of Hong Kong in 1858.

The visitor just referred to said he had travelled extensively since leaving Hong Kong, through China, Japan, America, and Europe. He had seen many and great changes, but nothing so striking or on so extensive a scale as at Kowloon.

Early History

The Island was ceded to Great Britain in 1841. On 20th January of that year Captain Elliot, Her Majesty's Plenipotentiary, announced "the conclusion of preliminary arrangements between the Imperial commissioner and himself involving the cession of the island and harbour of Hong Kong to the British Crown." On the question of the policy of the "open door," which is such a thorny problem these days, the British Plenipotentiary declared that: "Her Majesty's Government has sought for no privilege in China exclusively for the advantage of British ships and merchants," and he assured "the protection of the British flag to the subjects, citizens and ships of foreign Powers that may resort to Her Majesty's possession." Hong Kong was formally occupied on the 26th, and on the 29th another proclamation by Captain Elliot declared that Chinese resorting to Hong Kong "shall be governed according to the laws and customs of China, every description of torture excepted." The following proclamation of the 1st February declared "the Chinese residents of Hong Kong to be subjects of the British Crown." So much in brief is the historical record accompanying the cession which laid the foundations of the Colony of Hong Kong.

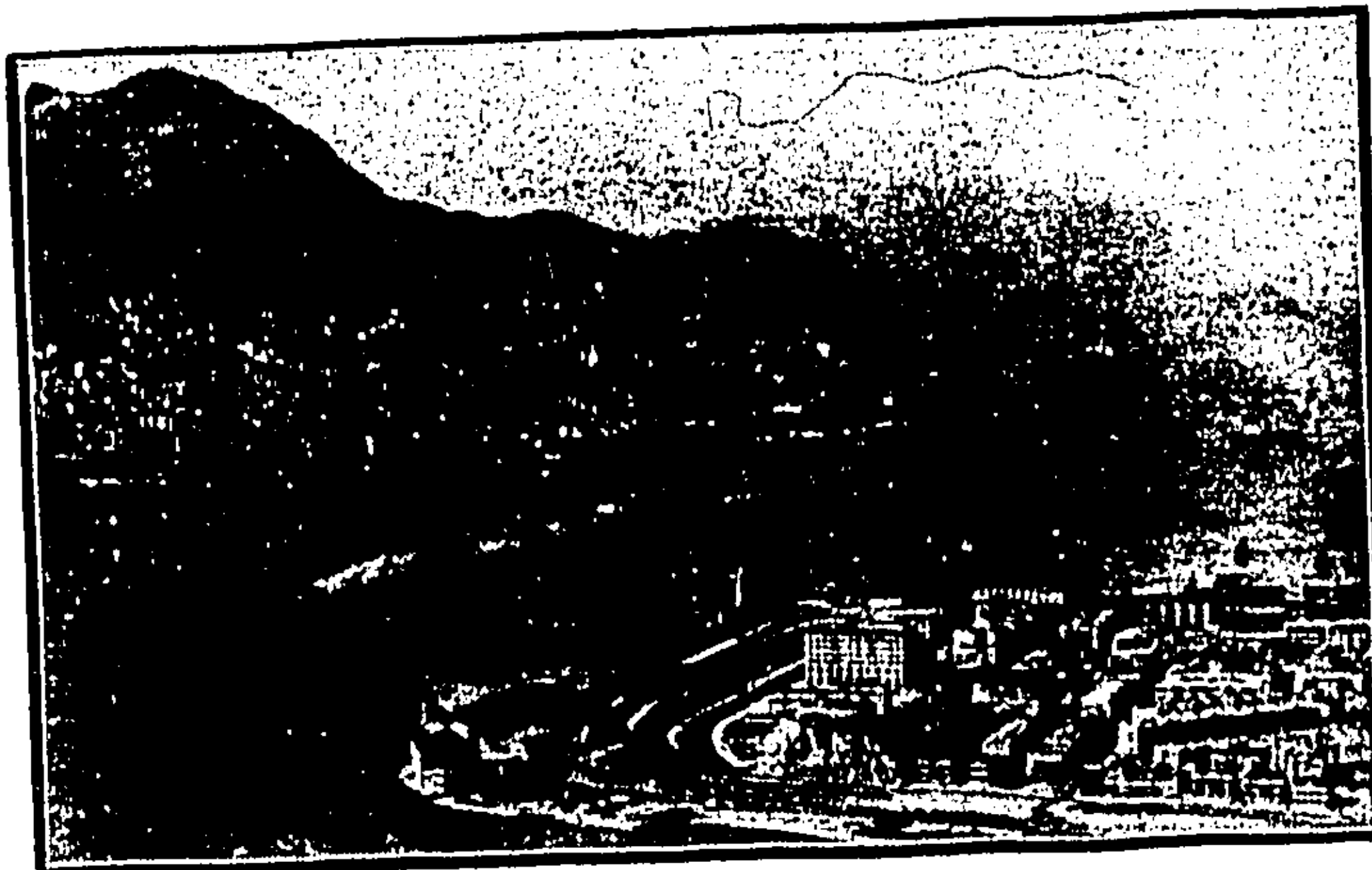
First Population

Compare the estimated million and a half inhabitants of Hong Kong on its attaining the first hundred years of its existence as a British colony with the 7,500 inhabitants said to have been found on the Island when possession was first taken. It sounds like a fairy tale. That small number of inhabitants was scattered over twenty fishing hamlets and villages. Activity in road and house-

building later increased the number of inhabitants to 12,361 in March 1842. Two years after—in April 1844—there was on the Island more than double the population in the first year. The number was given as 19,000. Of that number it was said that not even five per cent. were women and children.

London Times On Hong Kong

At no time in favour of the retention of Hong Kong, a writer in the "Thunderer" of the British metropolis on the 17th December, 1844, described the community here at that time as "migratory, property most insecure, and life often in danger from the bands of piratical robbers that infest this and the neighbouring islands." Then he went on to say: "The place has nothing to recommend it, if we except the excellent harbour. The site of the new town of Victoria—named after Queen Victoria the Good—is most objectionable, there being scarcely level ground enough for the requisite buildings, and the high hills, which overhang the locality, shut out the southerly winds, and render the place exceedingly hot, close and unhealthy." Obviously the severe "Times" critic was no engineer by profession. No fewer than four major foreshore reclamations on



An excellent aerial picture of Hong Kong to-day, showing Victoria and Kowloon, in the foreground.

the southern side of the "excellent harbour" have since provided the "level ground," the scarcity of which was at first the Colony's greatest deficiency.

In order of time, four large reclamation schemes were carried out, first, by filling in the sea giving flat ground for commercial buildings with a frontage extending from the Wellington parade ground to opposite the recently constructed Windsor House. Messrs. Wm. Forbes & Co., an American firm, who were Messrs. Shewan, Tomes & Co.'s predecessors, occupied a large three-storey building on the ground of which Exchange Building stands to-day. This particular piece of land and its old building has a fairly long history, the property changing hands a number of times at ever increasing prices until it was finally re-purchased by Messrs. Lane, Crawford & Co.

The second and the largest reclamation scheme to be undertaken was commenced on the occasion of the visit of the Duke of Connaught. The memorial cornerstone was laid by His Royal Highness on the north-eastern corner of the Cricket Club ground. The Causeway Bay reclamation in shallow water was comparatively easy, and the land so reclaimed was set apart for a recreation

Reminiscences

By

J. P. BRAGA

ground, including the ground for the Polo Club now transferred to Kowloon. The fourth reclamation was quite a large one, embracing the whole of Wanchai Bay from East Point to the Naval Depot in Arsenal Street. Yet another reclamation was mooted at the time of the investigations conducted on the industries and economic resources of the Colony under the auspices of the Imperial Industries Commission. The late Sir Paul Chater suggested the reclamation of the extreme western end of the Island at Kennedy Town; but the project never emerged beyond the proposal stage.

Governors And Administrators

During the hundred years of the Colony's existence there have been 60 Governors and 64 Officers Administering the Government. Before Sir Henry Pottinger, G.C.B., was appointed as the first Governor on the 26th June, 1843, his predecessors ranked as ad-

Sir Henry May has perhaps no equal."

Like his predecessor, Sir Henry, Sir Cecil Clementi was a governor of great scholarly attainments. His knowledge of the Chinese language, Chinese history, customs, and literature gave him an understanding of the Chinese inhabitants of Hong Kong whom he was called upon to govern at a time of extreme tension which, happily, he was eminently fitted to remove. Through his knowledge, tact, judgment and discretion he was able to restore good and friendly relations with the Government of the neighbouring Province.

Two acts of Sir Cecil's stand out in his administration with an originality unknown in the record of the long list of his predecessors. The first was the breaking away from old-time custom in his invitation to Marshal Li Chai-sum, Governor-General of Kwangtung, and Madame Li to be guests of Sir Cecil and Lady Clementi at Government House, when Marshal Li made his first formal visit to Hong Kong. This statesmanlike act won for him much admiration, which he richly deserved.

In 1929 Sir Cecil obtained the consent of the Secretary of State for the Colonies to widen the constitution of the Legislative Council by the increase of two official and two unofficial members. One of the unofficials appointed was a Portuguese, born in Hong Kong, who has resided here for seventy years. This gratifying appointment of a member of the Portuguese community to the Council was without precedent. The other member was a Chinese. Kowloon rejoiced in the fact that both appointees were residents of the Peninsula.

Sir James Cantlie

The fact is too well known to require stressing here that the College of Medicine for Chinese was the fore-runner of the University of Hong Kong. Dr. James Cantlie was the fons et origo of the College. His son relates in his biography of Sir James Cantlie that his father conceived the idea on the voyage out from England. The young doctor reflected how he could lessen the regret he felt at giving up teaching, and "the College of Medicine for the Chinese was the result." The next step, the book relates, was to enlist the support of the public. To this end a public meeting was convened in the City Hall on October 1, 1887. The meeting was largely attended, and Sir Patrick Manson delivered an inspiring address, after which Major-General Cameron, C.B., the Officer Administering the Government who presided, promoted the new venture by placing the College under the auspices of the Government of the Colony.

The Chinese students were carefully selected, and seven—including Dr. Sun Yat-sen, who became the Father of the Chinese Republic—entered the College on its inauguration. Public-spirited men in the Colony gave scholarships and prizes, and the list of prize-winners for the first session (1887-1888) contains the name of a student, Sun Yat-sen, who gained several distinctions. He received the Watson Scholarship, was first in chemistry, minor surgery, and clinical observation, and second in botany, physics, and physiology.

"July 23, 1892, may well be called a day of triumph," Dr. Cantlie's wife wrote: "Hamish's great day for the College of Medicine for the Chinese, presenting of licences to practise by the Govern-

ministrators. The first on the list of administrators was Captain Charles Elliot, R.N., appointed on 26th January, 1841, and the last is Lieut.-General E. F. Norton, C.M.G., the present administrator in the absence, on sick leave, of H.E. Sir Geoffrey Northcote, K.C.M.G.

Brilliant Governors

Two men commenced their careers in the Colony as Cadets and rose, after promotions in Hong Kong and abroad, to governorships in the Colony. They are: Sir Francis Henry May, K.C.M.G., LL.D., and Sir Cecil Clementi, G.C.M.G., LL.D. There is much similarity in both. Both distinguished themselves in their scholastic careers; both were married in Hong Kong; and it is well known that their attachment to the Colony was no passing fancy. In welcoming Sir Henry on his return to assume the governorship of the Colony on 4th July, 1912, the "South China Morning Post" of that date wrote: "The railway enterprise, prospective developments in the New Territories, the University of Hong Kong . . . and a host of other pressing considerations demand at the head of affairs one who possesses an intimate acquaintance with the administration and in this respect

(Continued on Page 78.)



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(Incorporated in Hong Kong)

1841



1941

Leading Hongks Then--and Now

IN these days of rapid development, Hong Kong has not lagged behind. Hills have been demolished to fill land reclaimed from the sea. Now, where even until 1925 ships anchored, the busy street roars. Several hundred miles of first-class roads have replaced foot-paths that not a hundred years ago knew only the bare feet of Chinese peasants and fisherfolk.

Less spectacular but nonetheless progressive has been the steady advance of trade by companies whose founders bore the burden and heat of the day. A tribute must be paid to these early pioneers working against climatic conditions, now much eased by modern invention.

In 1878 Mr. William R. Loxley began business in Hong Kong on his own account under the title of W. R. Loxley & Company. In 1898 Mr. John M. Beattie, who had arrived in the Colony in 1892, acquired the business from Mr. Loxley. In 1899 Mr. Beattie was joined by his brother Andrew, and in 1904 by his brother Matthew. A partnership between the three brothers was formed in 1911, the name of Loxley having been retained. The business was developed very considerably during the ensuing years, branch offices being opened in London in 1900 and in Canton in 1911, and the business continued to expand and prosper.

MINING ACTIVITIES

Early in 1919 the partnership of J. A. Russell & Company, Kuala Lumpur, F.M.S., with large mining and commercial interests there, desired to expand their activities, and in September of that year Mr. D. O. Russell came to Hong Kong, and Messrs. J. A. and D. O. Russell, early in 1920, took over the business as from April, 1919. In 1933 Mr. J. A. Russell, the senior partner, died, and in 1934 all Loxley interests were acquired by Mr. D. O. Russell, who formed the Hong Kong business into a private limited company under the name of W. R. Loxley & Co. (China) Limited, operating in Hong Kong and Canton. The branch in Canton operates from "Loxley House" owned by the Company.

From 1920 to 1932 the Hong Kong company was under the management of the late Mr. M. L. Pattenden, who was also a director of Hong Kong and Shanghai Banking Corporation. In 1932 Mr. T. A. Mitchell was appointed manager, and until his death in September, 1937, he was a director of several other companies. The present Managing Director, Commander J. Petrie, O.B.E., D.S.C., is also Commanding Officer of the Hong Kong Royal Naval Volunteer Reserve.

The London office, which had also been acquired by the Russell brothers, was situated at 36, Lime Street, and later was moved to 106, Fenchurch Street. In 1935 that company was formed into a private limited liability company under the name of W. R. Loxley & Co. (London) Limited. Other associated companies are Perrin, Cooper and Co., Limited and the North China Wool Company, Limited, both in Tientsin.

EXPORT OF NATIVE PRODUCE

The house of Loxley has confined itself throughout its long existence to serving the needs of Hong Kong. Its business is a merchant one, representing and importing from British and foreign manufacturers and merchants of proprietary and general merchandise. Distribution is made to wholesalers and retailers in Hong Kong, and in normal times to the China Coast and, through the Canton Branch, to the interior of South China.

The firm of John D. Hutchison & Co. has an unbroken connection with the import and export trade of Hong Kong extending back for over sixty years. The Chinese name for the firm, Wo Kee, represents the Cantonese pronunciation of Walker, a British merchant whose business was taken over by Mr. John D. Hutchison about 1873. Mr. Hutchison remained associated with the firm until his death in 1920, but for some years previously he had resided in Shanghai, where he had opened a branch of the firm. The Shanghai branch was formed into a separate concern in 1917, when Mr. T. E. Pearce, the present senior partner, obtained a controlling interest in the Hong Kong business. Mr. Pearce had been associated with Mr. Hutchison since 1903, and became a partner in 1913. Mr. P. S. Cassidy joined Mr. Pearce in partnership in 1927.

The agencies carried by the firm cover a wide range of very varied interests including some of the finest brands of cigarettes, jams, chocolates, biscuits, soap, perfumes, paints, varnishes, tennis gear, toffee, and other articles whose names are household words throughout the world.

"Fixed Price"

Whenever there have been obstacles to progress, resistance to reforms in Hong Kong in the course of its history, it is all Lombard Street to a China orange that somewhere in the background there will be found "Chinese susceptibilities" and "old custom."

One can take it for granted, therefore, that it took a great deal of courage and conviction 41 years ago to inaugurate a business under Chinese control and management that was to proclaim the introduction of the "fixed price" principle by which protracted bargaining, so traditional among Chinese merchants and customers, would be eliminated.

The policy was novel indeed for that time and age, and it is a tribute to the founder of the Sincere Company, Mr. Ma Ying-piu, that he carried his idea and purpose through to a triumphant conclusion.

Beginnings were far from encouraging. Customers were so accustomed to bargaining that it was difficult for them to assimilate the proposition that they were getting full value for money without haggling. The result of the first year's operations, in these circumstances, were so disappointing that many of the shareholders favoured immediate liquidation. Mr. Ma Ying-piu stood out tenaciously, however, and by the end of the second year it was manifest that Sincere's had turned the corner.

From that time onwards, the business developed by leaps and bounds. The present five-storied structure was erected on the site of twelve shops between Des Voeux Road Central and the waterfront, and the large Chinese department store, which has become a feature of retail trading not only in Hong Kong but throughout the treaty ports of China, came definitely and finally into its own.

From its modest beginnings, the Sincere Company to-day has a paid up capital of \$10,000,000 and gives agreeable employment to thousands of workpeople. It can truly be said that Sincere's have played a very important part in the uplift of the Chinese in Hong Kong, both commercially and socially.

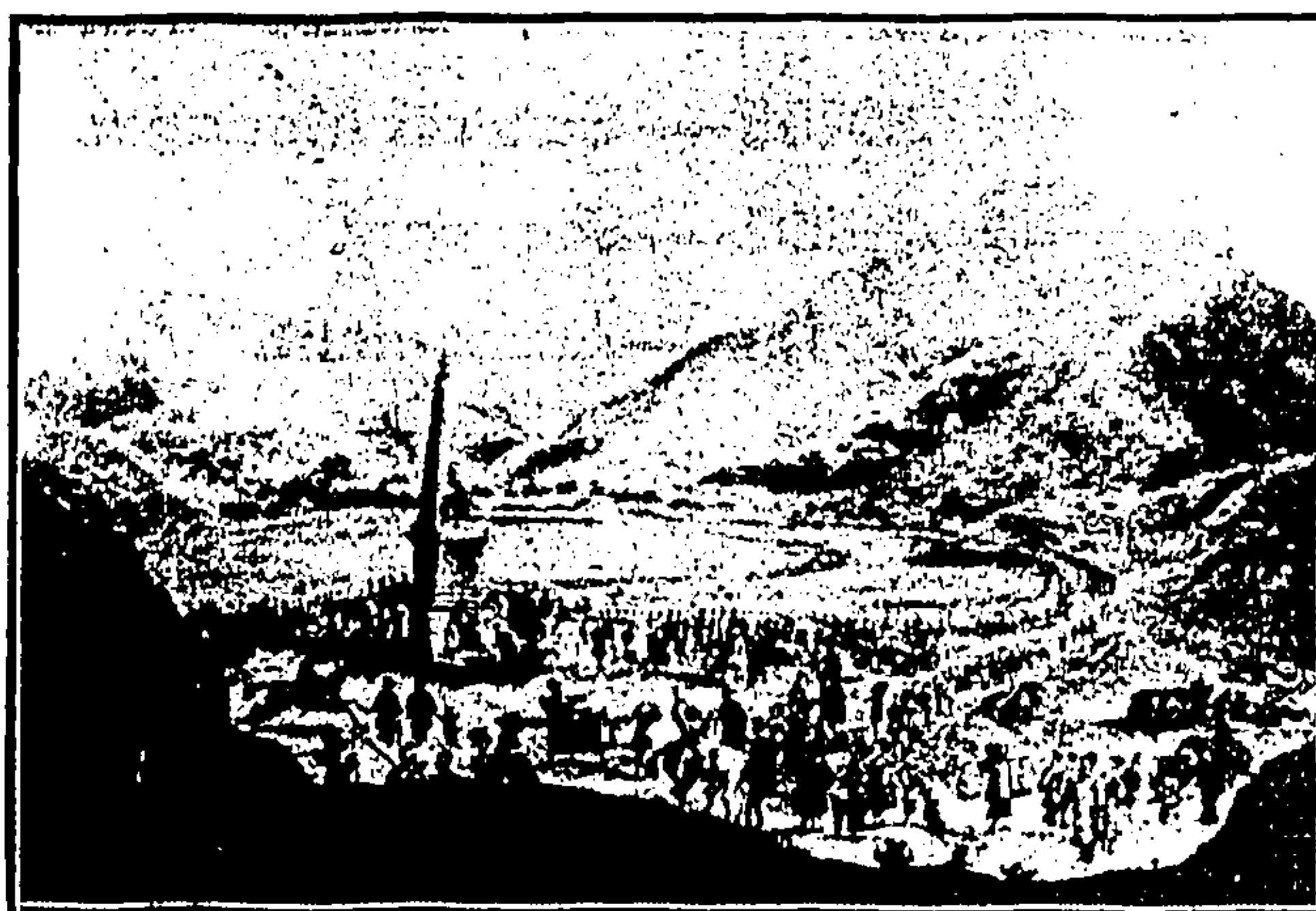
(Continued from Page 76.)

To celebrate the event Dr. Cantlie gave a dinner party to more than fifty people at the Mount Austin Hotel. Sun Yat-sen was one of the successful students. Cantlie was anxious that the first graduates of the College of Medicine should be received by His Excellency Li Hung Chang, the great Viceroy, but this was not practicable. The Viceroy, consented, however, to be Patron of the College.

University of Hong Kong

To Sir James Cantlie, one of whose first schemes was the formation of a branch of the St. John Ambulance Brigade in Hong Kong, great credit is due for the success of the College of Medicine, which served as the foundation for the University of Hong Kong. The College was incorporated in the University of Hong Kong in 1912. How the University has grown is a matter of common knowledge. The light which radiates from "Tai Hok Tong," "The Great Hall of Learning," as the Chinese call the University, is shedding its influence in the cause of humanity and the relief of suffering.

wards the end of the XIXth century. The writer stated at the time: "No one dreamed 53 years ago (in 1841) of the opening of the West River. It is now that there seems a likelihood of Hong Kong becoming an industrial centre that the smallness of its available building area will be felt. The contingency has, however, been measurably provided for. By the Peking Convention of 1860 China ceded us a bit of the opposite mainland. This has proved useful already, and it is likely to prove more useful still now that the demand for level ground seems about to increase. The industrial movement is not absolutely new. There are already in Hong Kong extensive sugar refineries, a rope factory, steam sawmills, glass, match, and soap factories, brick and cement and other works. But if there is an industrial boom Hong Kong will overflow on to Kowloon. The colonial authorities will do well to take this into consideration and devise easy terms and long leases for intending occupants of land. The Colony has been created by individual enterprise, and depends on that enterprise for future development. Men



Happy Valley in 1845.

fering, for which the teeming millions of China will have cause to be grateful.

Kowloon

No matter in what direction one looks the growth and prosperity of Hong Kong have been phenomenal. It is to Kowloon and the New Territories, however, that one must turn to see the building of that "Greater Hong Kong" that must be achieved before the end of the first decades of the new century Hong Kong is entering into to-day.

According to all reliable accounts Kowloon, and its hinterland have to-day a population of close on one million inhabitants. The Peninsula was very sparsely populated in 1858, when a small strip of the mainland was first leased to Great Britain. From land which was considered not suited for cabbage gardens Kowloon has assumed proportions beyond the wildest dreams of the early pioneers. The splendid cooperative efforts between the colonising genius of the British and the industry and frugality of the Chinese have combined to produce roads, buildings, factories, and gardens that are the admiration of visitors from near and far.

Hong Kong is a free port, and it is a peculiarity of British methods that merchants of any country in the world may settle and trade here on the same terms as Englishmen. It is comforting and encouraging to recall the prophetic remarks of a writer in the "London Times" when the West River ports were opened by Treaty to-

who purpose to invest large capital want to see a century ahead, and are entitled to every facility that the Government can give."

This last piece of advice is so true and sound that, even at this late day, Government might take to heart its wisdom and act on it for the benefit of the Colony at large. The Chinese Products Exhibition recently held on the Salisbury Road square was an eye-opener to most people and went to show the limitless possibilities of Kowloon as an industrial centre of first-class importance.

Conclusion

These notes, compiled in a hasty retrospect, may be concluded appropriately with a quotation from an article recently contributed to the "Crown Colonist" by His Excellency the Governor, Sir Geoffrey Northcote. In drawing attention to the fact that Hong Kong will be celebrating its centenary as a British Colony to-day, His Excellency wrote:

"Her dearest hope to-day is that, when that day arrives, the troubles of the present will have long been forgotten, and that in a peaceful Pacific she may again be trading happily with both the great nations which have their homes by that Ocean, themselves reconciled in an honourable peace."

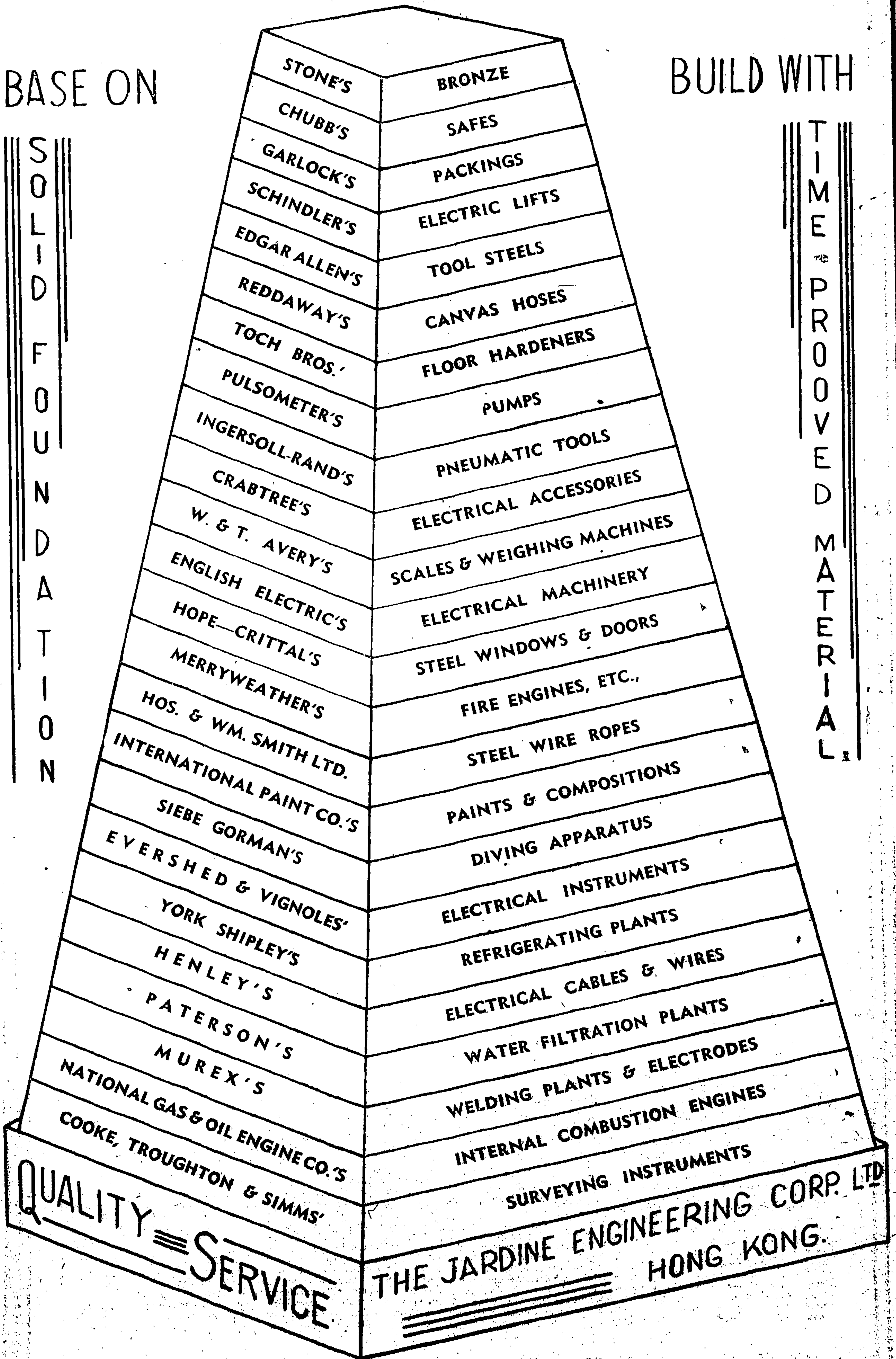
The fulfilment of His Excellency's hope has, unfortunately, to be deferred to-day; but it may confidently be stated that every citizen of the Colony will fervently renew that hope and pray that peace will soon be restored.

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1841

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Typhoon Disaster Of 1937

(Continued from Page 20)

of the remaining premises into a public library.

One of the big events to occur in Hong Kong during 1933—although it did not seem so important at the time—was the hoisting of the old German Imperial flag over the German Consulate in place of the flag of the Weimar Republic. It was announced that a Nazi flag was being hurried out from Berlin.

The German Consul, in an address, said that Hitler was not the leader of the Nazi movement but "merely the outward expression of the feelings of Germany."

More interest was displayed at the time in the visit of Mr. and Mrs. George Bernard Shaw. Shaw lunched with Sir Robert and Lady Ho Tung. He caused something of a commotion, however, when he told an assembly of students that they should study revolutionary thought!

Two 30-foot whales were seen off Stanley early in January by a party consisting of J. J. Cook, Miss Dalziel, Miss Westlund and A. R. Cox.

During April, a "mimic war" on a large scale, involving both the Island and the Mainland, was staged the result of which was held to be a very satisfactory test of the defences of Hong Kong.

Too Hot

An objection to the firing of live howitzer shells over his home at Castle Peak by the Volunteers was raised by Mr. A. Smith, manager of Whiteway's. Colonel Bird, commandant of the Corps, retorted that that part of Castle Peak "is and has always been part of a military range."

A trial flight between Hong Kong and Manila was carried out during August, the Sikorsky amphibian piloted by Mr. H. M. Bixby, of Pan-American Airways, arriving safely at its destination.

The first petition under the new Divorce Ordinance, which came into effect in November, 1933, was filed early in January, 1934, the main grounds being infidelity.

A Fascist society known as the "Circolo Fascista di Cultera" was formed in January the same year, its objects being "the furthering and spreading of Italian culture in Hong Kong and China."

A training school for flying was started in March at Kai Tak, with the approval and sanction of Government, under Mr. W. F. Murray, commandant; Lord Douglas Hamilton, assistant flying instructor; and Mr. W. Waldron, chief engineer instructor.

Gasometer Explosion

Nearly 40 people lost their lives and many more were injured to a varying degree as a result of a terrific explosion in the Gas Company's works at West Point on May 14. A large number of tenement houses were completely wrecked.

There was quite a strong campaign for a time in favour of extending the Peak Tramway down to Garden Road, thus bringing it down to sea-level, technical advisors stating that the service need not be interrupted to carry this out and that the speed of the trams could be increased in order to maintain the present schedule. A petition was signed and various alternative suggestions put forward.

Hong Kong was rapidly becoming a modern city, for a news item in January, 1935, reported the crash of an autogyro at Kai Tak. The pilot was uninjured.

The "Silver Jubilee" festivities in mid-May celebrating the 25th anniversary of the ascension to the throne of his Late Majesty King George V. were held in magnificent weather. Indeed, it was so

hot that over 50 people collapsed during a review in the race course. Thanksgiving services, decorations, a procession and a Loyal Address to His Majesty were high-lights in the celebration.

A meeting was held under the auspices of the G. O. C. to discuss the question of the local volunteer force. Various suggestions were put forward, including conscription, one social hall for all ranks, and that the proposed headquarters building should be designed more as a club-house than anything else. None of those present at the meeting could be considered as representative of the younger generation.

Bathers at Big Wave Bay kept their eyes peeled after a swimmer there was attacked by a sword-fish one evening. He dived off a launch and came up with the "sword" through his arm. The fish attacked repeatedly and the swimmer had to be dragged out.

Jubilee Reservoir

Six days late on her maiden voyage to the Far East owing to condenser trouble, the Norddeutscher Lloyd liner "Potsdam" found August 13 an unlucky day; getting temporarily out of hand thanks to a strong tide, she crashed into the Kowloon Wharf. Damage, fortunately, was confined above the water line.

Sir Thomas Southron, Officer Administering the Government, pressed a switch which finally closed the scour valve of the great Shing Mun Dam and the filling of the "Jubilee Reservoir" began.

The first German warship to visit Hong Kong in 22 years, the German cruiser Karlsruhe arrived in the Colony in February, 1936, on an educational cruise for 120 naval cadets.

An appeal against a judgment dismissing an appeal was dismissed by a Full Court on February 17, the case being the famous "Chater Will Case."

The question of the provision of food supplies for the Colony in case of war exercised the minds of the local authorities, and a "Government Gazette" issued in February called for those holding stocks of a large number of food stuffs to register a list of these with Government.

First Air Mail

Hong Kong's first air mail to London left in the Imperial Airways' plane "Dorado" on March 27, the plane actually taking with her no less than 18 sacks of mail.

Kai Tak was host to another plane from abroad in July, when a German Junkers-52, arrived here on a 15-day trip from Berlin. She was the fifth ordered by the Eurasia Aviation Corporation and was on her way through to Shanghai.

Two gusts of 131 miles an hour were recorded during a violent typhoon which struck the Colony early in August, when a large number of villages along the Castle Peak Road were devastated, several ships were forced aground, and a number of persons, chiefly fisherfolk and boatmen, were drowned. Over 200 people lost their lives in Macao.

The year 1937, will live long in the memories of Hong Kong residents, for it saw the outbreak of the biggest war China has fought in modern history, a war which is still going on. In addition, the Colony was struck by a record-breaking typhoon.

Following the outbreak of the "Lukouchiao Incident" in North China, the war quickly spread to Shanghai, where the accidental bombing of the Cathay/Palace Hotels and the New World brought about a rapid evacuation from Shanghai of women and children.

Hong Kong welcomed them with open arms, and for many months they remained in the safety and quietness of the Colony; those who could afford it filled the hotels and lodging houses of Hong Kong, while the others were at first accommodated in the race course at Happy Valley and later transferred to Lai-chikok.

Typhoon Havoc

On the whole, the Chinese population behaved itself very well, and there were few incidents which ever got out of the control of the police.

Barely had the Shanghai evacuees got here than a disastrous typhoon struck the Colony, registering a peak velocity in the neighbourhood of 167 miles an hour. Some 30 ships were driven ashore, several of them being sunk, while others were damaged.

The tide rose by over 17 feet, while the force of the wind actually blew fish onto buildings 20 feet above the ground. A tidal wave 30 feet high engulfed Tai-po, in the New Territories, demolishing practically every building in the area and sweeping fishing boats far inland, where it left them high and, comparatively speaking, dry.

Nearly 500 fishermen lost their lives when the Aberdeen fishing fleet of 40 junks foundered at sea, while other wreckage showed that literally thousands of fisherfolk and boatfolk perished. A conservative estimate puts the loss of life as around 10,000 men, women and children.

Canton Bombings

The Sino-Japanese war came nearer Hong Kong when Japanese planes bombed Canton, Japanese warships shelled Amoy and several islands near Macao were reported to be in the hands of Japanese landing parties.

On his appointment as Governor of Ceylon, Sir Andrew Caldecote sailed from Hong Kong late in September. His departure was made the occasion for many expressions of good-will and esteem, for he had been one of Hong Kong's most popular Governors, and keen disappointment was expressed at the fact that he was leaving the Colony after only two years of service.

Early in 1938, it was announced that Hong Kong was to have a special officer to handle the problems of air raid precautions, and Wing-Commander A. S. Steel-Perkins was appointed to the post.

The Japanese began to attack fishing junks in the neighbourhood of Hong Kong waters, and several authenticated cases of attacks actually within British waters occurred during the year. No strong action however, was taken. Meanwhile, the Japanese themselves lodged a heated protest because Imperial Airways' machines were alleged to have flown over a "Japanese naval anchorage."

First Clipper

Japanese warships opened fire on one of two Imperial Airways planes late in January, 1939, fortunately without damaging it. It reached Hanol safely.

Completing an epoch-making flight from San Francisco, the first Pan-American "Clipper" to arrive in Hong Kong, landed safely at Kai Tak, despite a heavy fog which delayed her for an hour.

Registration of all British subjects in Hong Kong, between the ages of 18 and 55, under the provisions of the Registration of Persons Ordinance, began on April 2. Business firms subsequently received special forms intended to facilitate the compilation of "reserved occupations" and "special exempted lists." Shortly afterwards, British subjects were placed on the same footing as

aliens as regards notification of change of address or intending departure from the Colony.

Most of the "highlights" in the news of the Colony during 1939, indeed, are taken up with preparations for war.

The actual reaction to the declaration of war was, on the whole, a quiet one, more in the spirit of "Well, here it is."

The only open sign of anti-Nazi sentiment occurred in King's Park, where the Swastika flag on the German club-house was torn down and publicly burnt.

An attempt at gross profiteering in food prices was promptly nipped in the bud when Government appointed a Controller of Food, and wholesalers and retailers were warned that drastic action would be taken if prices above those fixed by the Controller were charged.

Income Tax

A proposal for the introduction of Income Tax raised quite a storm, hot arguments pro and con being heard on every side. By the end of 1939, nothing had been decided, but in 1940 the project was dropped, despite protests by the Government, and a War Tax introduced in its stead.

In May, the age-limit in the Volunteers was raised from 41 to 46 years, the key-post group was severely pruned and all its members were given military training, while the G.O.C. announced the formation of a "Home Guard" of older men to guard vital centres.

Government then issued an order which many residents of Hong Kong are still combating—the evacuation of all British women and children was ordered towards the end of June. A few thousands sailed, others remained behind and dared the authorities to do their worst. The evacuees were first sent to Manila and thence on to Australia. Subsequently, Government issued an announcement stating that no further women would be forced to leave, but those who had already left the Colony would not be allowed to return. Protest meetings were held by husbands, petitions were presented, but at the time of writing Government, supported by the Secretary of State, remains obdurate.

A. R. P.

During the year, the Governor, Sir Geoffrey Northcote, went on leave, and Lieut.-Gen. Norton was appointed O. A. G. One of his first steps was to examine closely the Colony's A. R. P. measures, and in accordance with his instructions, a vast system of air-raid tunnels were dug, while shelters providing protection from splinters and blast were set up all over the thickly congested areas of the Mainland and the Island.

On January 18, the Financial Secretary presented the Legislative Council with an enormous budget, calling for an expenditure of \$62,389,776, including \$12,300,276 for special war expenditure; the budget envisaged a deficit of over \$7,500,000, part of which was to be met by increases in various forms of taxation and an increase of 1% in rates.

Government also announced that it intended to reconstitute the War Taxation Committee, to go once again into the question of income tax for the Colony.

At this meeting, a loyal message to the King was despatched, and it perhaps forms a suitable concluding paragraph for this "history" for the Colony of Hong Kong in the past 100 years.

"The Legislative Council of this Colony, on the occasion of the hundredth anniversary of the Colony's foundation, humbly renews the expression of its loyalty to the Throne, and its devotion to the Empire's cause."

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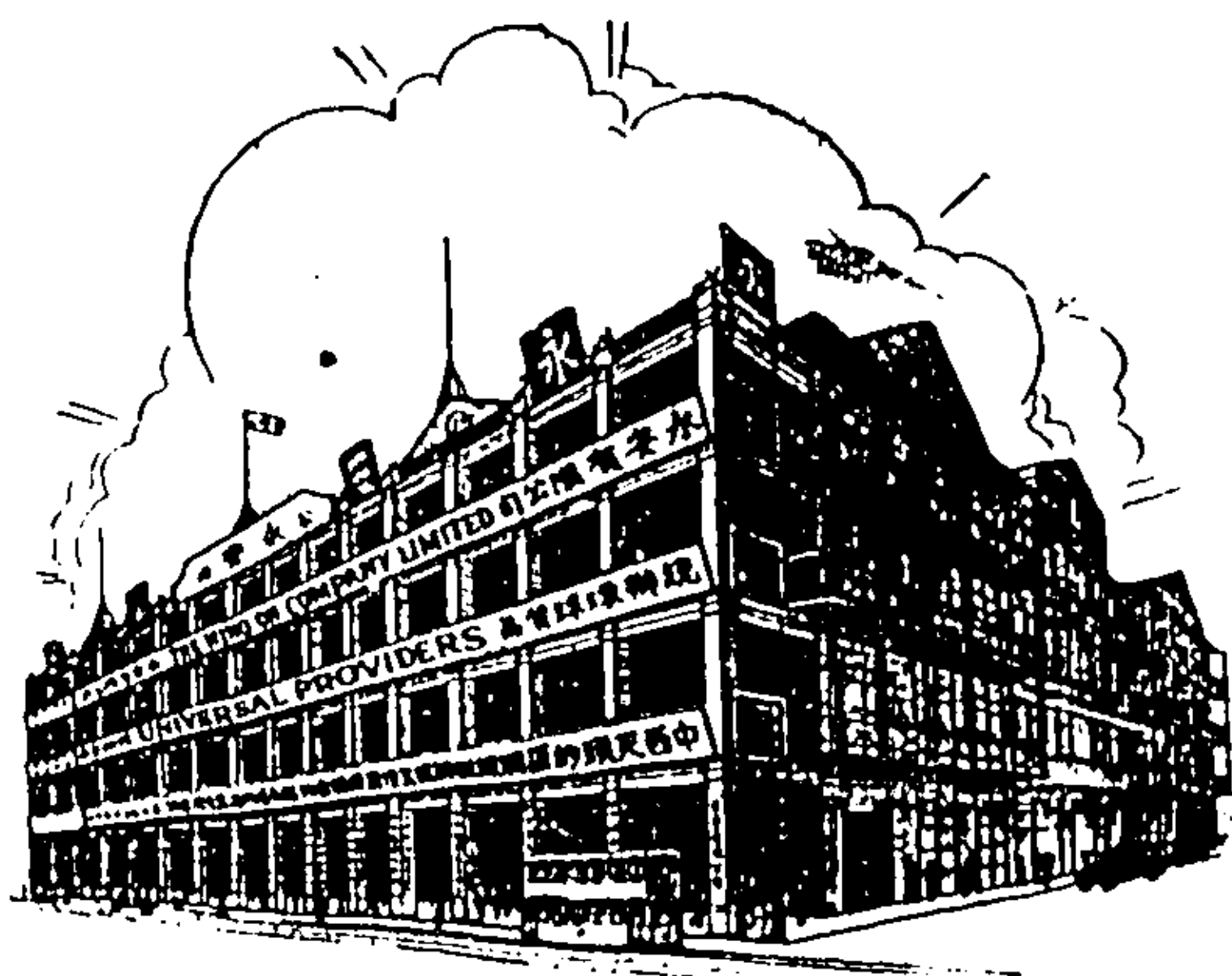
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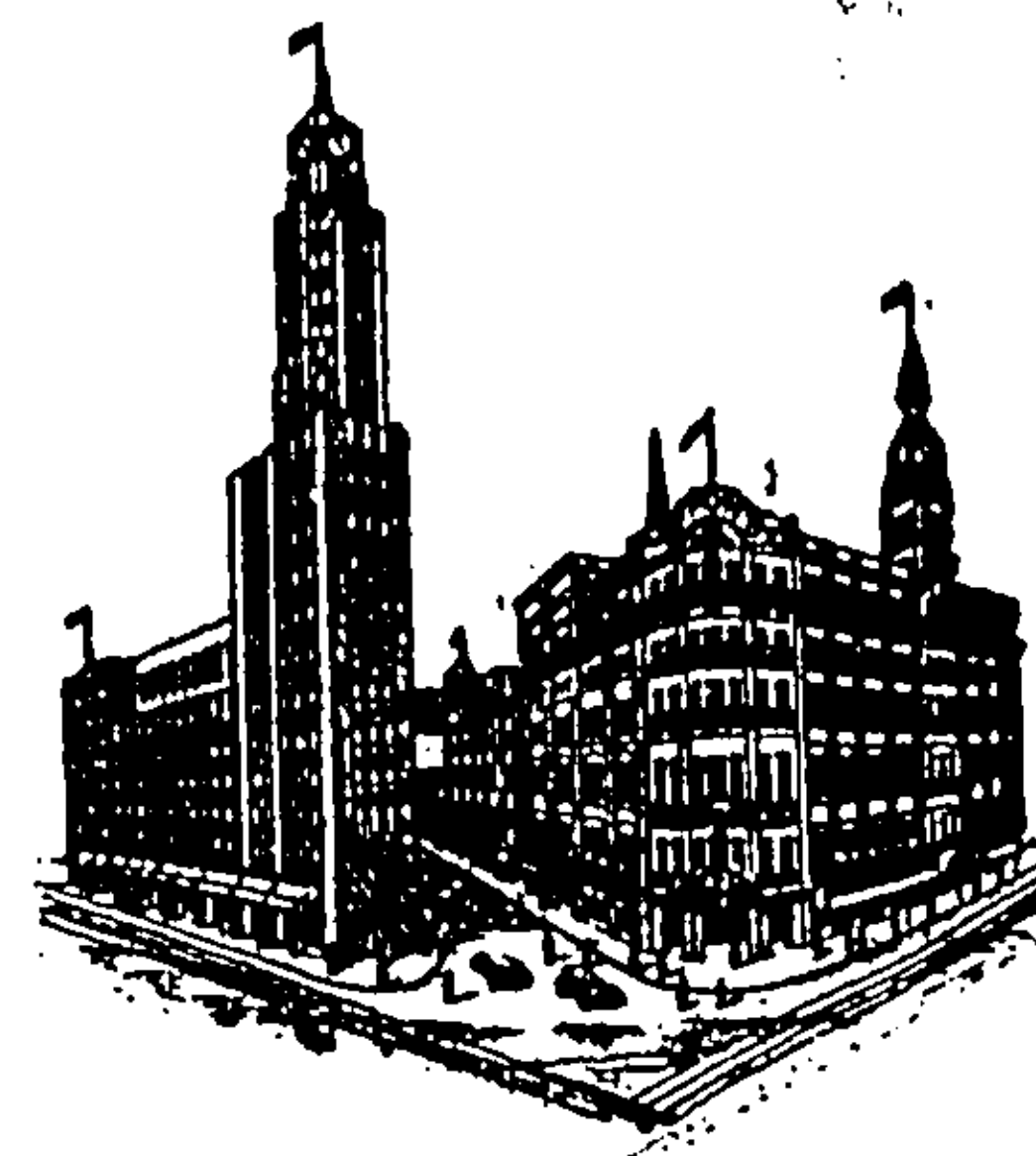
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1841



1941

A Century Of Progress

IT is appropriate that the century of the Colony of Hong Kong in 1941 should likewise be the centenary of the founding of the premier firm of European manufacturing chemists and druggists in the Far East, A. S. Watson and Co., Ltd. Like that of the Colony with which its growth and development have been contemporaneous, this business was modest in its beginnings, being started at Possession Point in a makeshift by Dr. F. H. Young, a naval surgeon.

The original shanty was used solely as a dispensary for the Services stationed in Hong Kong, and was therefore designated the "Hong Kong Dispensary," a name still associated with the retail and dispensing section of the Company's business. The premises were replaced in 1845 by permanent quarters in what was then the chief thoroughfare of the island, Queen's Road. The founder, Dr. Young, returned to England in 1850, and after his departure several others in turn carried on the business until the arrival of Mr. A. S. Watson in 1858, who bestowed upon the firm the name by which it is now known. Upon Mr. Watson's retirement in 1866 the main interest in the concern passed into the hands of Mr. Bell, who afterwards sold it to Messrs. Hunt and John D. Humphreys.

Business Expands

The latter became sole proprietor in 1874, and from that time onwards the business expanded.

Mr. Humphreys was indefatigable in his efforts to further the development of the firm, and two years later opened the aerated

water factory, which has subsequently proved to be one of the most flourishing of the Company's enterprises. The success attained in this venture was so encouraging that a wine and spirit department was added, and eventually a Chinese proprietary medicine department. Branches were established under European management at Canton, Amoy, Foochow, Shanghai, Hankow, Tientsin, and Manila. These, however, with the exception of the one at Canton, have since been closed, being replaced by agencies. Upon his retirement in 1896 Mr. Humphreys relinquished the general management to Messrs. John D. Humphreys and Son, and in 1904 the Company transferred its headquarters to Alexandra Building, which is a familiar landmark to every visitor as well as resident of Hong Kong.

Two Factories

A. S. Watson and Co., Ltd., who are known throughout China as "Wat-Tson-Tsee Tai-yuek-fong—" "Watson's Great Dispensary"—gained their reputation largely on account of the great popularity of their aerated waters; for no matter in what part of the hinterland of South China one may travel one may be sure to find their bottled beverages on sale. There are two factories, one in Hong Kong, the other at Canton, together occupying an area of approximately eight acres, and affording employment to more than 350 persons under European supervision. It is of interest to note that the flavour which enjoys the greatest popularity is sarsae (sarsaparilla), and the Chinese rendering of the name

"Sar-sae-shui" has become a household expression in the vocabulary of the Cantonese people.

Flower Pagoda Cakes

Another department which has likewise achieved immediate success is that for the manufacture and sale of Chinese proprietary medicines. The modern laboratory, with its staff of British technicians, stands as an eloquent testimony to the continuous efforts of the firm to provide at reasonable prices specific preparations and medicines of all kinds. Among these may be instanced an anthelmintic preparation, which is a great favourite with Chinese mothers, who know it under the exotic name of "Far-tap-peng"—"Flower Pagoda Cakes."

The department of the firm's business which is most familiar to the permanent resident of Hong Kong as well as to the casual tourist is the pharmacy, represented by two dispensaries, one on the island in Alexandra Building, and the other across the harbour in Kowloon, which are justly regarded as the headquarters in South China of the pharmaceutical trade.

Jubilee Celebration

Hong Kong, January 21, 1891. The Hong Kong Dispensary afforded a magnificent Jubilee show to large crowds during the three nights of the celebrations. The business of A. S. Watson & Co., Limited, having been established in 1841 it celebrated its Jubilee at the same time as the Colony, and made illuminations on

a lavish scale the principal feature of the celebration. "Established 1841" in large letters and figures formed the central device; at each end was a large crown in gas with the "V.R." and the figures "1841, 1891,"—and outside this another star of coloured lamps. The whole of the arches and cornices of the verandahs of the extensive premises were outlined with lamps of the same description, and the general effect was so attractive that Queen's Road at this point was for several hours almost impassable owing to the dense throng of Chinese who assembled to enjoy the sight.

Hong Dinner

On the 24th January a dinner was given at the Hong. The whole of the staff and a number of guests were present, dinner being served in one of the large rooms of the new building, which had been decorated with banners and ferns for the occasion. The toast of the evening, "Continued prosperity to the Firm," was proposed in a neat speech by Mr. Mancell, and ably responded to by Mr. T. H. Talbot, the manager, and Mr. Chan A. Fook, manager of the Chinese department. Several other toasts were also drunk, that of the managing director, Mr. J. D. Humphreys, being received with the greatest enthusiasm. At the conclusion of dinner an adjournment was made to an adjoining room, where the more accomplished portion of the party by means of vocal and instrumental music made the hours pass with the greatest rapidity.

Exchange Memories

Mr. L. Dunbar, resident of L. Dunbar & Co., but better known to Hong Kong residents as owner of Liberty Bay, Diana Bay and Confusion Bay, three of the finest China ponies seen on the local race track, is guiding the destiny of the oldest flour concern in the Colony.

Fifty-six years ago Mr. Dunbar's father, convalescing from a bout of typhoid, paid a visit to Hong Kong from Portland, Oregon, staying at a hotel that stood on the site now occupied by the National City Bank of New York, and it was not long before he had established business connections which ultimately led to the export of flour from America in the following year.

It was during his period of active interest in the flour business in Hong Kong that the record shipment was made, 550,000 sacks by s.s. "Minnesota".

To-day his son, born in Portland, Oregon, and arriving here in 1915, is carrying on a family tradition, but under much greater handicaps—fixed exchange and no free distribution.

Mr. Dunbar remembers well two very successful years in Hong Kong, when he sold 2½ million sacks and followed this up in the next year with 2¼ million, approximately H.K.\$5,000,000 and H.K.\$4,500,000 respectively, when approximately forty-five gold dollars bought one hundred Hong Kong.

While on the subject of exchange, Mr. Dunbar has seen G\$120 changed for H.K.\$100, and G\$105 for H.K.\$100, while he secured G\$98 for H.K.\$100 one time he went on leave!

He can recall how Rennie, agent of the Portland Flouring

The name of Gilman is recorded in the earliest archives of the Colony. Mr. Richard James Gilman, one of Bent & Co.'s tea tasters, established himself in business in Canton about the year 1841, and in Hong Kong shortly after that date, in partnership with a Mr. Abram Bowman under the firm name of Gilman Bowman & Co. The title of the firm was subsequently changed, on the retirement of Mr. Bowman, to Gilman & Co.

Fortunes High

During the first quarter of a century of the firm's existence its fortunes appear to have been in the ascendant, and branches were established in Hankow, Shanghai, Foochow and Japan. The original Mr. R. J. Gilman went home in 1855, having amassed a large sum of money, but continued his partnership in the firm. In 1862 the partners were Messrs. R. J. Gilman, A. R. Hudson, R. J. Ashton, W. H. Vacher, (later to become one of the promoters of Hong Kong & Shanghai Banking Corporation, Ltd.), W. H. Green, and a large and comprehensive merchant business was carried on by the firm.

The London Agents of Gilman & Co. were Ashton & Co., of which firm Mr. Ellis J. Gilman was a partner. It may be recalled that the old firm of Ashton & Co. was also the original London Agents for Hong Kong & Shanghai Banking Corporation during the early days of the latter, prior to the establishment of the Bank's own London Branch Office.

The connection of Gilman & Co. with the corporation of Lloyd's in London dates from the early fifties, during which period they have acted as agents for the corporation in Hong Kong and Foochow.

China Tea

Having its roots in the Old China Tea trade, Gilman & Co. extended its operations to a number of different merchant ventures and, through varying tides of fortune, has been intimately connected with the commercial life of the Colony up to the present day.

The old firm of Gilman & Co. continued until the year 1917, at which date it was purchased by Mr. Duncan Paterson and converted into a private limited liability company. During recent years the Company has developed in many directions, and now has active departments handling Insurance, Shipping, Textiles, General Imports, Radios, Refrigerators, Wines, Motors and Exports. The present Directors of the Company are Mr. G. Miskin and Mr. C. Blaker, Hong Kong and Mr. J. A. Taylor in London.

Mills, one of the big mills on the Pacific Coast, placed a large percentage of profits, coupled with financial backing by Sir Paul Chater and Mr. F. K. Mody, into a flour mill in Junk Bay, only to see his project end in dismal failure, after which he committed suicide. The machinery was later sent to Kobe.

The nearest flour mills to Hong Kong are in and around Shanghai and these mills had a capacity of over 70,000 sacks per day before the Sino-Japanese hostilities.

GILMAN'S REACH THEIR CENTENARY

Thirteen Not Unlucky

This year, Mackintosh's Ltd. will complete 28 years of business, for they opened their store on June 13, 1913—an inauspicious date the superstitious will probably say.

These 28 years have been years of continuous progress. Their original premises were at 16, Des Voeux Road, approximately where the Gas Company's Showroom is now situated in Gloucester Building, and Mr. Mackintosh had a staff of one—a coolie! The window-dressing, the advertising, the serving of customers and the book-keeping were all attended to by Mr. Mackintosh, and how well he laid the foundations of the business and how assiduously he attended to these multifarious duties is borne out by the fact that to-day, in Alexandra Building, the staff consists of six Europeans and over forty local employees.

With the steady increase in business which necessitated these increases in staff and premises, there came additional managerial duties, and here Mr. F. A. Mackintosh, the Managing Director, with his 38 years' experience of local conditions, provides the driving force, guiding the business with care and skill, but rigidly keeping to his original policy of "Quality first". Brief mention of the Sole Agencies which Mackintosh's have—Aquascutum Coats, "K" Shoes, Henry Heath and Scotts' Hats, Braemar Woolies and Austin Reed's "Summit" goods, in addition to general agencies such as Aertex Shirts and Underwear, Jaeger Pure Wool Wear, Viyella goods, Van Heusen Shirts and Collars and Allen & Solly hosiery—gives an indication of the high standard of goods in which the firm exclusively deals.

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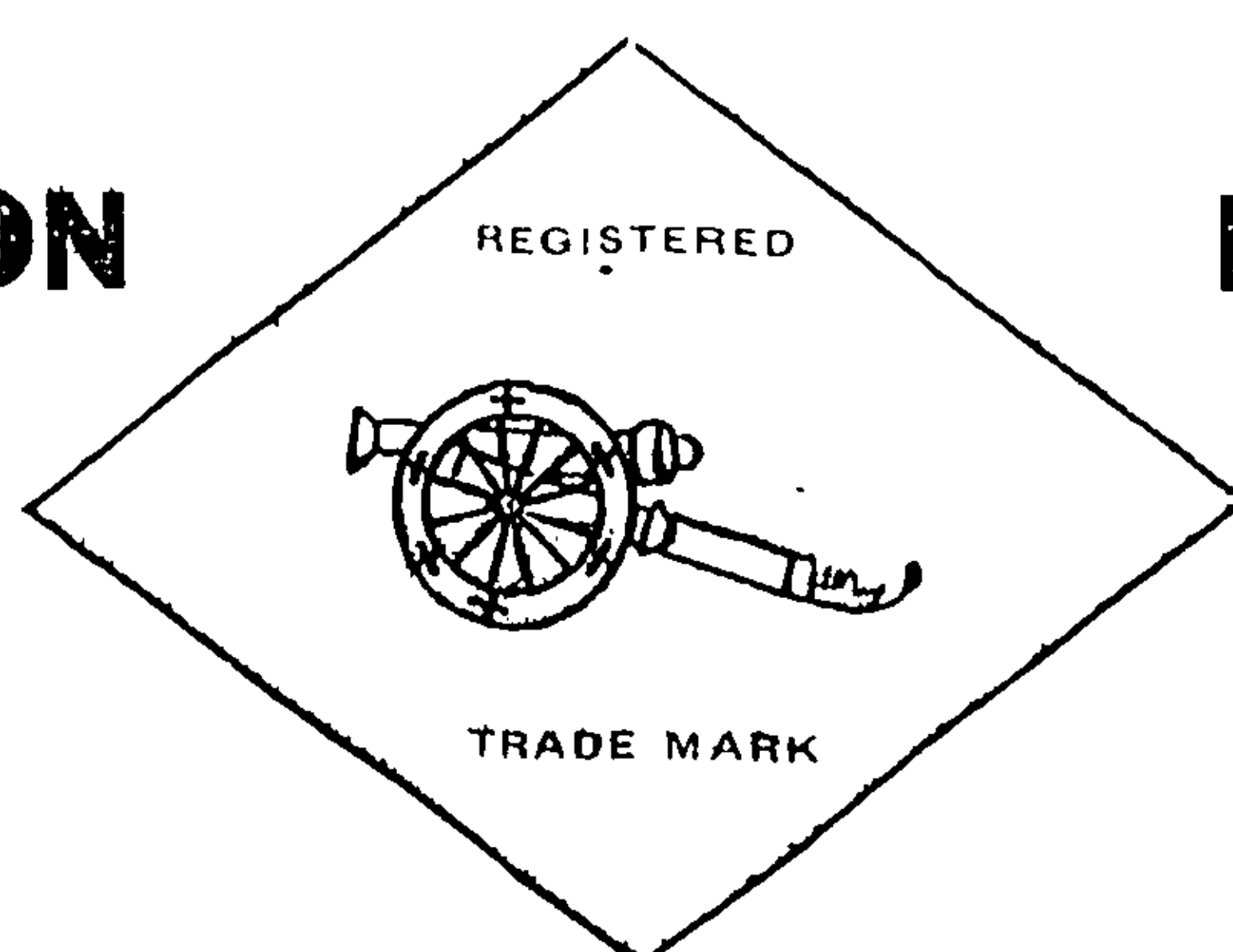
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1841



1941

A Glimpse Of The Americans

MUCH of the Colony's early history is bound up with the records of the old firms, whose beginnings are often of the greatest interest to us now, and deserve to be placed on record.

A firm which can claim to be the oldest-established out here is Shewan, Tomes and Company, with a connection going back to 1818, when its predecessors, Samuel Russell and Co. (later Russell and Co.) came into being at Canton. The original firm was an American one, originating in Boston, and its history not only gives us a valuable insight to America's early trade with China, but also shows the relations which have always existed between the British and Americans in this Colony.

Perkins And Co.

Some of the old documents and pictures relating to Russell and Co. are still preserved in Shewan, Tomes and Co.'s office here; and references to the firm occur in Hunter's "Fan Kwae at Canton" as well as a comparatively recent publication, "Old Shipping Days in Boston."

The early American commercial dealings with China were established by Major Shaw, who made a final voyage to this part of the world in 1789. In his wake came other American merchants, one of these being Colonel Thomas Handasyd Perkins, one of Boston's foremost merchants and head of the Boston house of J. & T. H. Perkins. He founded the house of Perkins and Co. at Canton, then the second largest American firm in China, in 1803.

The house of Perkins and Co. had a successful career, and was merged in 1824 with Russell and Co. Many prominent men were connected with the old house of Perkins, and owed their success and fortunes to this fact.

King Of Salem

Colonel Perkins in his youth had been employed by the Messrs. Shattuck, one of the most active firms of merchants in Boston at one time, and in 1789 he first turned his attention to China, coming out as supercargo in the "Astraea," which was owned by Elias Hasket Derby, often called the King of Salem Merchants. The "Astraea" a few years later was the first vessel to carry the American flag to Manila.

The most important American firm east of the Cape of Good Hope, however, was Russell and Co., which was established under that name at Canton in 1824, but commenced in 1818. This house was usually referred to as Kee Cheong by the Chinese, and its successors retain the name to-day. Canton was then the only port in China open to foreigners, but later eight other branches were established — at Hong Kong, Foochow, Shanghai and other places.

The partners of this house included many well-known New York, Connecticut, and Massachusetts names, among the latter such men as Augustin Heard of Ipswich, (who later founded his own firm in Hong Kong), W. H. and A. A. Low, both of Salem, Thomas T., John M., R. B., M., and F. B. Forbes, all of Boston, Warren and Edward Delano of Fairhaven, Russell Sturgis, Joseph Coolidge, Robert Shaw Sturgis, Edward Cunningham, George Tyson, H. S. Grew, W. K. Foster, Jr., E. D. Barbour, Walter Scott Fitz, and David O. Clark also of Boston, E. W. Stevens of Law-

rence, and F. Delano Hitch of Fairhaven. These men ploughed distant seas in their New England built ships, and transacted business with every port of the world, and, while in China, practically lived in exile for many years at a time.

Samuel Russell

The firm was originally founded by Samuel Russell, who came out to China from Middletown, Connecticut, in 1818, as representative of B. and T. C. Hoppin of Providence. Later he and Philip Amidon, who represented Brown and Ives, also of Providence, formed a partnership; and Mr. J. P. Cushing, who was placed in charge of the house of Perkins and Co. of China at the age of 16, effected a consolidation in 1824 of these two great firms, John M. Forbes, Augustin Heard, and W. A. Low being taken into partnership.

The house of Russell and Co. was therefore actually constituted on January 1, 1824, in succession to that of Samuel Russell and Co. which had existed from December 26, 1818, to December 26, 1823. It confined itself strictly to agency business. From January 1, 1824, until the middle of 1830 the sole partners were Mr. Russell and Mr. Philip Amidon. In September, 1829, Mr. W. H. Low arrived from Salem in the ship "Samatra" and in November, 1830, Mr. Augustin Heard, Senior, arrived from Boston in the barque "Lintin." These two gentlemen (Mr. Low and Mr. Heard) became partners in the house, the first until the end of the year 1833, when, having been obliged to leave Canton from ill-health, he was landed and died at the Cape of Good Hope.

Picturesque Figure

One of the most picturesque figures in the firm, thereafter, was Captain Robert Bennet Forbes, who was in addition a master mariner, and is perhaps best remembered as the captain of some famous ships in the China trade.

Russell and Co. expanded its business and soon became the most powerful American house in the East, having connections in London with Baring Bros. and Co. and the Rothschilds in France, in India with Jamesetjee, Jejeebhoy and Sons, and in Boston at different times with J. and T. H. Perkins, Bryant and Sturgis, W. Appleton and Co., and Robert G. Shaw. The offices of Russell and Co. were in the centre of the row of Hongs or "factories" established at Canton. They later moved to Hong Kong, as we shall see.

About the late Thirties the Western trade at Canton was at its peak, and presently with the founding of Hong Kong a new aspect was given to the development of this commerce, and Russell and Co. extended its interests to the Colony.

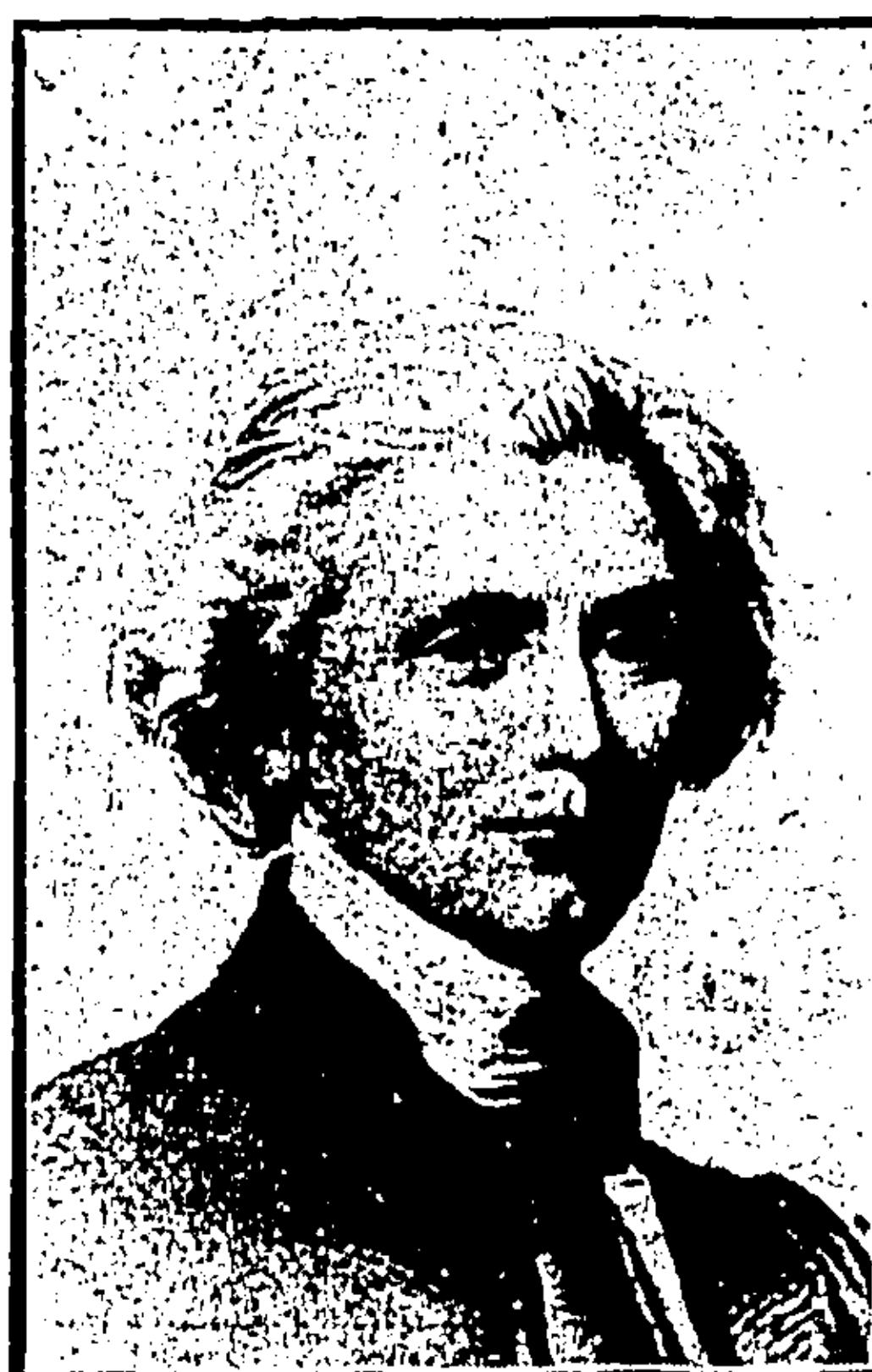
Shewan, Tomes and Co. became the successors of Russell and Co. in Hong Kong, occupying the same offices. Upon the walls can still be seen the pictures of some of the famous ships that belonged to the firm; and even the linen retained by the new firm bears the inscription "R. and Co." and the same "Kee Cheong" blue and white flag, that has sailed over so many seas, is in use.

Let us revert to the old firm, and note the names of the principals in the Thirties. These were Mr. Samuel Russell (the founder), Mr. Philip Amidon, Mr. W. H.

Low and Mr. Augustin Heard. Mr. Low, however, died at the end of 1833. During the term of 1834-5, consequent upon the death of Mr. Low, there were admitted Mr. John C. Green, Mr. John M. Forbes and Mr. Joseph Coolidge; and Mr. Heard retired.

The term of 1837-8-9 saw the withdrawal of Messrs. Forbes and Coolidge, the first on December 31, 1838 and the latter on December 31, 1839. Partners admitted on January 1, 1837, were Mr. A. A. Low (nephew of Mr. W. H. Low) who had come out to join the office in 1833, and Mr. W. C. Hunter, (the author of the book "The Fan Kwae at Canton," from which book some of this history is taken). Mr. Edward King, who came out in 1834, was taken in the office on arrival, and became a partner on July 1, 1837. Mr. Robert B. Forbes who arrived in Canton in October, 1838, was admitted on January 1, 1839 and became the chief of the house.

The term of 1840-41-42, Mr. A.



George Smith, the first Bishop of Victoria, 1850. From an engraving in the Chater Collection by G. Richmond.

A. Low having retired, began with the admission of Mr. Warren Delano (formerly of the house of Russell, Sturgis & Co. of Canton and Manila). He succeeded Mr. Forbes as chief of the house when the latter left for New York on July 1, 1840. Mr. Russell Sturgis, also a former partner of Russell Sturgis & Co. became a partner on January 1, 1842. Mr. King and Mr. Hunter retired on December 31, 1842.

Russell and Co. continued for some time at Canton, the firm's address in 1848 being given as "No. 1, 2 and 3, Swedish Hong." The partners that year were Paul S. Forbes (who acted also as American Consul at Canton), W. H. King and George Perkins.

The firm opened a branch in Hong Kong in the Fifties, and established themselves in Queen's Road, Locally resident partners in 1860 were Warren Delano, Jr., and George Tyson. By 1864 the staff had considerably grown, and the agencies were all in charge of principals of the concern. In 1859 they had established an excellent river steamer service between Canton and Hong Kong, and later, as we shall see, were connected with insurance and shipping business on a big scale.

The late Mr. Robert Gordon Shewan joined the firm in 1881, having been engaged by the London

agents, the well-known banking firm of Baring Bros. and Co. He arrived in Hong Kong in February that year, on St. Valentine's Day, and was connected with the Colony until his death a few years ago. At the time of Mr. Shewan's arrival, Mr. William Howell Forbes was in charge of the local office of Russell and Co., with Mr. C. Vincent Smith as his assistant, and Mr. Charles Alexander Tomes was also a member of the firm, originally in charge of the shipping department. Mr. T. B. Cunningham was at the time running the Canton office.

The head book-keeper in Hong Kong, was Mr. E. U. Smith, quite a character in his way; and others of those days connected with the firm included Captain Thebaud, master of the "Esmeralda" and later of the "Diamante," running across to Manila, and who was the first to suggest the establishment locally of a rope works. There are few now who recollect the old "Esmeralda" and "Diamante," but they were fine little ships in their day, and their masters will be remembered, Captain McCaslin, Captain Talbot and Captain Cullen, all fine types of seafarers.

Unique List

In 1891 the business of Russell and Co. was reorganised, the firm coming to an end, and being taken over by Mr. Shewan under the firm name of Shewan and Company. In 1895 he was joined in partnership by Mr. C. A. Tomes, and the firm adopted its present name of Shewan, Tomes and Co. Mr. Tomes retired as recently as 1914, and his death, it will be recalled, occurred in 1933.

Mr. I. W. Shewan and Mr. A. L. Shields are the sole partners to-day.

Some of the enterprises with which the firms of Russell and Co. and Shewan, Tomes and Co. have been connected form an almost unique list of industrial schemes, pointing to the steady development of the Colony. We might consider the following:

Messrs. Russell and Co. started the Hong Kong Rope Manufacturing Co., the Yangtze Insurance Co. of Shanghai, and the Shanghai Steam Navigation Co. which was subsequently sold to the China Merchants Steam Navigation Co.; and also founded the China Manila Steamship Company, which was wound up in 1914, the "Ruby" and "Zafiro" being the last two ships of that line.

On Waterfront

Messrs. Shewan, Tomes and Co. started the Green Island Cement Co.; the China Light and Power Co.; China Provident, Loan and Mortgage Co.; and Sandakan Light and Power Co., all of which are in existence to-day.

From the original offices in Queen's Road, the business of Russell and Co. was moved to Des Voeux Road, then on the waterfront to a house on the site of the present Exchange Building.

Shewan, Tomes and Co. had their origin in these old premises, and the company's mess was on the top floor. The building stood for a long time, and several other businesses were afterwards conducted therein, including the "South China Morning Post" in its earlier days. The next move by Shewan, Tomes was to St. George's Building, and in 1833 they took offices in the National Commercial and Savings Bank Building.



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CIGARETTES

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EA-579

1841



1941

A Kingdom's Treasure

THIS Colony is well served by its public companies, but none of them have been of such direct benefit to the health of the community as has The Dairy Farm Ice & Cold Storage Co., Ltd., which to-day holds ever greater responsibility—food supplies for the Colony in these uncertain times.

Established in 1886 as the result of patient labour by Dr. (later Sir Patrick) Manson, G.C.M.G., the Company was floated with a paid up capital of \$30,000 and an initial herd of 80 cows, only to show a loss of \$13,186 in its first year. Its second year, however, showed a profit of \$3,384.

Greater demands for the Company's produce caused the importation of more cattle and made it necessary for a fairly extensive building scheme to meet the demands of expansion, and in 1888 the capital of the Company was increased to \$100,000. It was at this juncture, however, that Dr. Manson left the Colony and at the same time severed his connection with the firm.

Scottish Acumen

In the following year Mr. James Walker was brought out from Scotland to manage the affairs of the Company, and the present success of the Company is due in no small measure to his shrewd business acumen and perseverance, especially following the 1896 catastrophe, when rinderpest carried off the whole of the herd and forced the Company into liquidation.

The need for a European Dairy was, however, too great to allow to lapse, and it was not surprising that the Company was reconstructed under the chairmanship of Dr. J. W. Noble, a director of the first Company, and with a nominal capital of \$75,000 and \$50,000 paid up Mr. Walker was again appointed Manager, and Mr. W. Hutcheon Potts was the first Secretary.

So successful was the new venture that a profit of \$8,000 was returned in the first year, and the Company has continued to show profits, although the first dividend was not paid until 1899, when six per cent. was declared.

In 1905 the sum of \$90,000 was transferred from the reserve and 15,000 bonus shares were issued in the proportion of 3 to 2. Four years later a similar transfer was made, but this time the bonus shares were issued in the proportion of 3 to 5, and in 1917 a new issue of 20,000 shares was made, shares being offered to registered holders on the basis of 1 to 2 shares. Six dollars per share was called up. In 1918 the unpaid call of \$1.50 per share on the 60,000 shares issued was made, while the capital was increased by an issue of 54,000 shares at \$7.50 per share.

A further increase was made in 1922, bringing the Company's Capital to 200,000 shares at \$7.50 each fully paid.

Bonus Shares

In 1931 the capital was increased by the creation of 100,000 new shares, of which 50,000 had been issued in the proportion of 1 to 4 shares held, thus increasing the paid-up capital of the Company from \$50,000 to \$1,875,000!

This was further increased in 1939 when 41,905 shares were issued to shareholders in the proportion of 1 share for every 6 held. For this issue shareholders were asked to pay \$5.00 per share in

cash, while \$2.50 per share was paid from the Reserves of the Company. The total of the Issued Capital of the Company now amounts to \$2,200,012.50.

Having maintained a conservative policy, though never failing to appreciate to the full public requirements, the Dairy Farm is to-day a model concern that produces milk of the highest grade and comparable to Tubercular Tested Pasteurised grade in Great Britain. It has a herd of some 1,900 animals, one of the largest herds in the world and roughly 100 per cent. more than the number they had nine years ago, and this herd, though ever increasing, has been T.B. free since 1935.

The herd is composed of Friesian, Ayrshire, Jersey and Illawarra breeds, and this magnificent collection of animals is guarded as zealously as any kingdom's treasure. Every cow is examined for tuberculosis at frequent intervals, and all young stock is treated with serum which renders

The Company has its own gardens, where vegetables are grown under European supervision.

Magnificent Herd

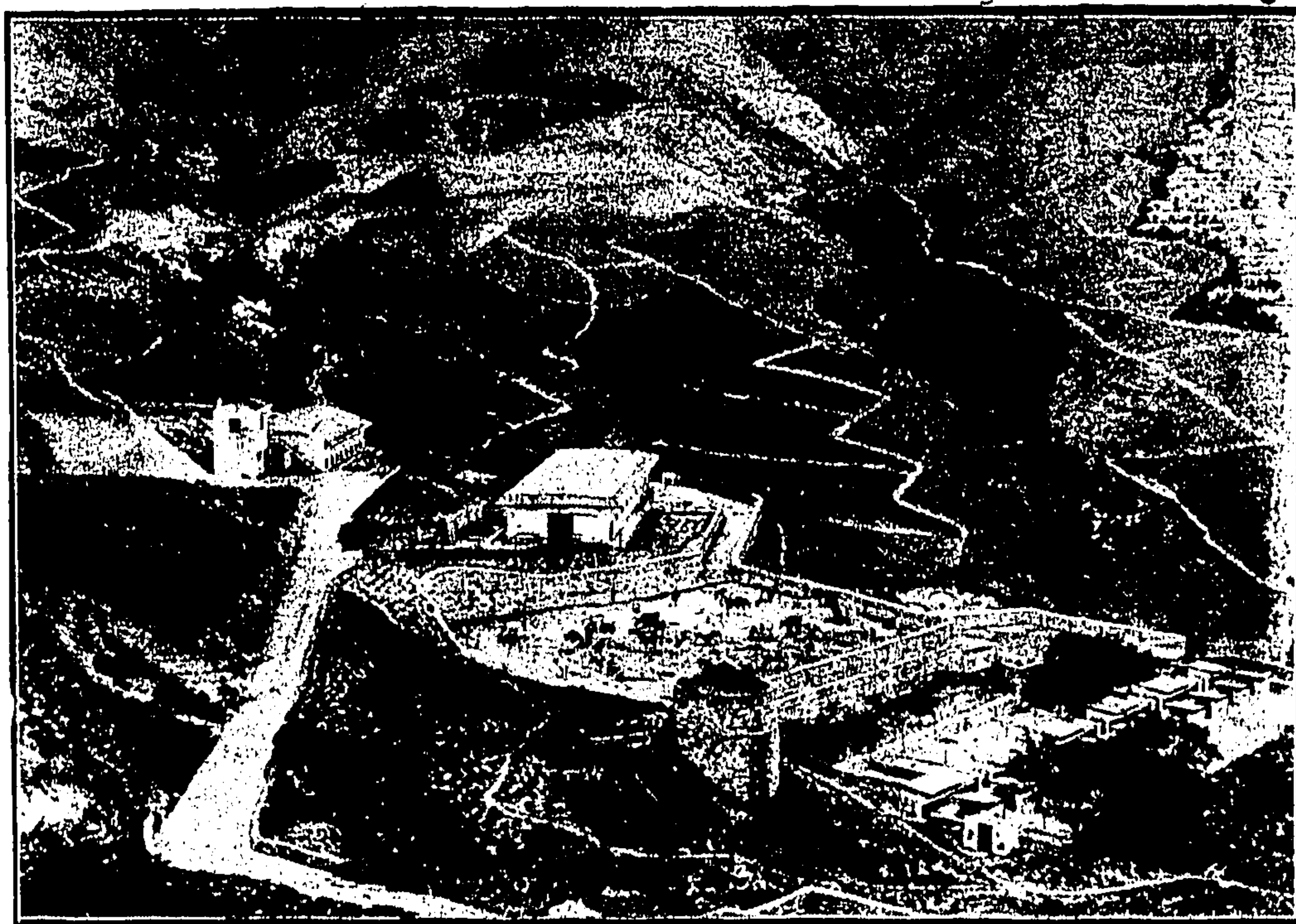
The extreme precautions taken to assure the health of the herd—the cow sheds are both fire and typhoon proof, so much so that they are not insured—are even magnified in the various processes before the bottle of milk is actually left at the consumer's door. The cowboys are masked when milking the cows, as are all the dairy operators, and all utensils used are subjected to rigid sterilisation methods.

In April 1939 the Pasteurisation of Milk was enforced by Government order, but the Company, who had actually advocated such a regulation, had in the previous year expended nearly \$300,000 on newly built premises at East Point, equipped with every modern device for the Pasteurization and bottling of milk under hygienic conditions, and with the

and bacon is undertaken on a large scale.

Products for which the Company has built up a truly enviable record are ice cream, for which they are completely equipped for an unlimited supply—their ice cream cakes are an increasingly popular item on the dinner party menu—sausages of numerous varieties are manufactured, after extensive preparations for the establishment of such a department under expert management, "Green Spot", for which there is the latest syrup making, and filtering plant—it is made with distilled water—and "Popsicle" and "Fudgie", two frozen confections that were placed on the market last year for the first time and which proved eminently satisfactory to both young and old.

The reconstruction plans of Hong Kong Land Investment and Agency Co., Ltd. towards the end of last year have necessitated the removal of the Company's Town Branch, next to the St. Francis Hotel, and as a result the admin-



A small section of the Dairy Farm showing the most up-to-date cow sheds, paddocks and pig pens. In the background can be seen a part of the acreage for grass-growing.

it immune from the dread rinderpest. Since 1920 the Farm has had its own veterinary surgeon and with every cow being fed with only the best fodder possible, it is hardly surprising that this herd ranks as one of the healthiest in the world.

The farm, covering an area of 256 acres and approximately 500 ft. above sea level, thus receiving the full benefit of the Summer breezes, is situated at Pakfulam, and from here, four miles from their Town Headquarters, a stainless steel truck delivers the milk to the Main Dairy at East Point. The Company also operates a fleet of launches which extend its efficient service to His Majesty's ships and mercantile marine, so much so that many large liners on the Eastern run purchase the bulk of their perishable provisions here in Hong Kong.

Apart from cows, bulls and calves there are on the Farm some 500 pigs of varying breeds and 400 Leghorn hens.

most up-to-date machinery for the cleansing and sterilisation of bottles. It is from here that their vans deliver the Colony milk supply.

In 1922 the increasing demand for Ice & Cold Storage led to the pulling down of old buildings, the scrapping of obsolete machinery and the erection at East Point of a modern Plant capable of producing 80 tons of ice per 24 hours and of providing 290,000 cu. feet of storage space.

Cold Storage

Further extensions have been made from time to time and to-day the Company possesses installations with a total cold storage capacity of 915,000 cu. feet and Plant which has doubled their ice-making capacity.

Towards the end of 1939 a Quick Freezing Plant was installed to deal more efficiently with fish. This Plant has proved successful but has not been fully used, due to the shortage of fish caused by Sino-Japanese hostilities.

Also in their East Point Factory the curing and smoking of hams

istrative offices will be removed shortly from Lower Albert Road to the mezzanine floor of the newly completed Windsor House, while the front portion of the ground floor, with Des Voeux Road frontage, will house a complete Food Emporium with a semi-mezzanine section in the same area for a Soda Fountain and Cafe, thus fulfilling a long-felt need in the central district. These premises are to be air conditioned throughout.

Branches have been established in Nathan Road, Kowloon; Prince Edward Road, Kowloon; Hung Hom, in Kowloon; Causeway Bay, Quarry Bay, the Peak and in Canton.

This Directors of the Company are the Hon. Mr. T. E. Pearce (Chairman), the Hon. Mr. S. H. Dodwell, the Hon. Mr. A. L. Shields, Mr. L. J. Davies and Mr. D. L. Newbigging.

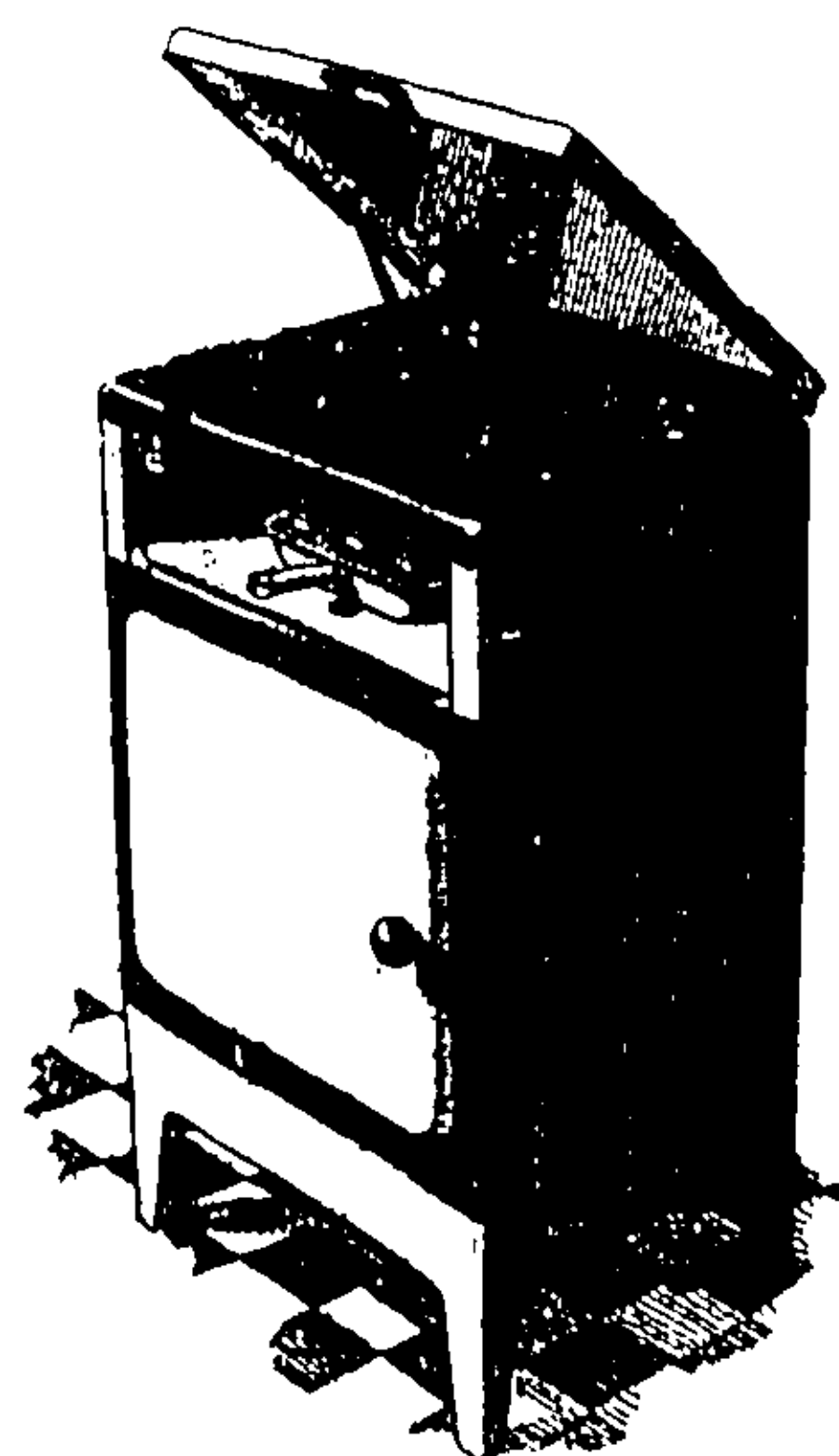
The Manager is Mr. J. D. Thomson, who has been associated with the Company since 1920, while Mr. G. Milne is Secretary.

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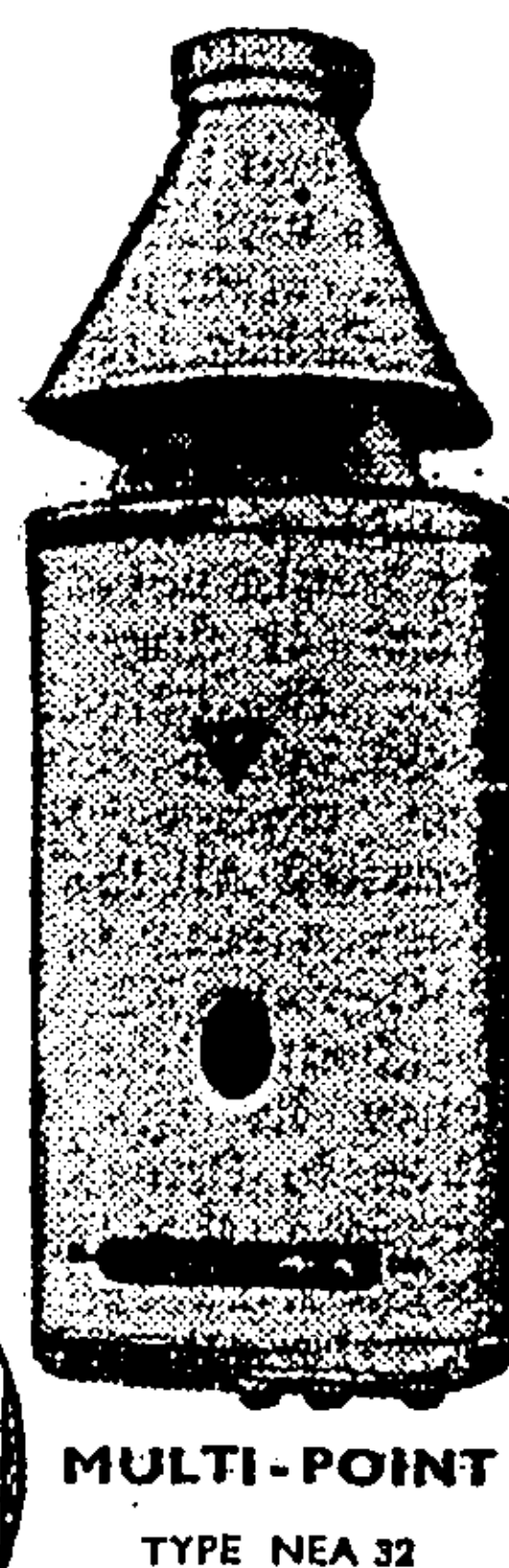
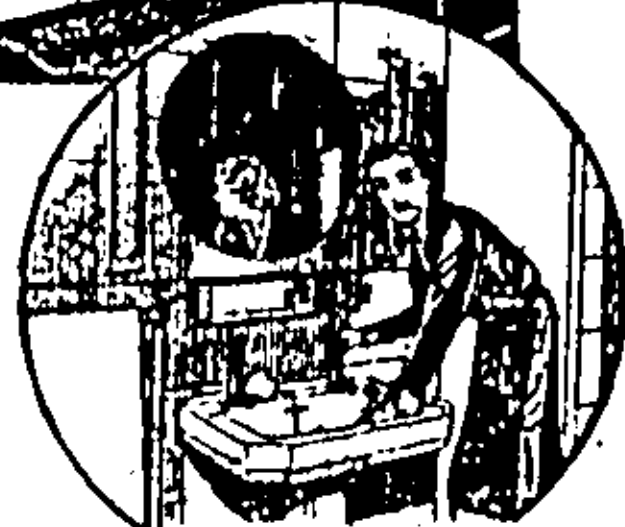
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1841



1941

"Ocean" From A Private "Pool"

THE Centenary of the Union Insurance Society of Canton, Ltd., one of Hong Kong's best known companies, was celebrated in 1935. The Society is one of the oldest of the British Dominion and Colonial Companies, and there is reason to believe that there is but one that is older.

During the early part of the Nineteenth Century institutions did not grow with the rapidity to which we have been accustomed in more recent years. Their earlier growth undoubtedly was comparatively slow, but their foundations invariably were well and truly laid and progress not uneventful.

The Society's history was briefly reviewed by the Chairman at the annual meeting in 1935 when he referred to the circumstances that existed in China in the early days, giving rise to the necessity for the establishment of a Company such as the Society.

He said: "The East India Company, until 1834, enjoyed in Canton a monopoly of trade to England, but in the beginning of the century certain British individuals came to the City to trade under the protection of foreign flags. In 1823 there were seven such individuals, including Thomas Dent, who held the position of Sardinian Consul, and was a member of Davidson & Co. On the retirement of W. S. Davidson the name of the firm was changed to Thomas Dent & Co. Amongst the other private traders were the two Magniacs (partners in 'Magniac & Co.' afterwards Jardine, Matheson & Co.) who were Prussian Consul and Prussian Vice-Consul, Mr. Robert Barry the Swedish Consul and Dr. William Jardine. In 1829 the firm of Thomas Dent & Co. had a staff of four, the firm of Magniac & Co. later Jardine Matheson & Co., six, and there were 13 other private British merchants.

East India Monopoly

"It appears that the East India Company, who in earlier days had jealously guarded their monopoly by insisting on the departure of such British subjects as were not employed by them, became more lenient towards the end of the third decade of the century. Their attitude may have been the result of agitation at Home against monopolies generally, and fear that, in consequence, any action on their part, to insist on the departure of other Britishers, would endanger the renewal of their Monopoly, which was to expire in 1834.

"The private merchants however, were permitted to trade only under licence from the Company, so that a certain amount of control existed.

"In 1834, the monopoly of the East India Company terminated and the private Britishers who were known as 'Free Merchants' were able to carry on their business without licence. It is interesting to note that the first 'Free Ship' from Canton to London, the 'Sarah' of 488 tons, was dispatched by Messrs. Jardine, Matheson & Co. on March 22nd, 1834. The cargo consisted of silk, silk piecegoods, nankeens, cassia bark, rhubarb, China-root and sundries, and the value of the silk and silk piecegoods alone exceeded one million dollars.

Dent and Co.

"Facilities for the protection of such cargo by insurance were available, but there was only one firm which paid claims under its policies in Canton. In 1835, Dent and Co. decided to found a second, the Union Insurance Society, which was to be under their exclusive management. Unfortunately

the early records of the Society did not survive the bankruptcy of Dent & Co. in 1862. Nevertheless the following firms, who were known to be in existence in Canton in 1834, and who are recorded as contributors to the Society in 1862, were probably among the original subscribers:

Messrs. Dent & Co.
Messrs. Jardine, Matheson & Co.
Messrs. Turner & Co.
Messrs. Russell & Co.

"The first three of these were British and the last American. Again it is interesting to note that only the second named is still in existence, although successors to the last are in Hong Kong to-day.

Pooling Hazards

"The Society appears to have been formed with a view to pooling the hazards which each of the founders had to undertake in shipping his exports to the United Kingdom and other parts of the world. Records are available to show that the procedure of liquidating the Company at the end of every three years, which existed up to 1874, was in force from the foundation of the Society. In this way the Shareholders, who were also the clients of the Society, operated for their own benefit.

"Old documents indicate that the paid up Capital of the original Company was very probably \$50,000, but, as records prior to 1862 were in the hands of the Secretaries, Dent & Co., who failed in the financial crash in 1862, continuous documentary history is not available.

"In the fifth year of the Society's existence—that is, in May, 1839—all British subjects in Canton were ordered to leave for Macao by Captain Elliot who was the 'Chief Superintendent of English Trade.' The reason for this departure was the deadlock between the British and the local Government over the question of Guarantees against the smuggling of opium.

"A considerable quantity of opium in British and foreign ships in the river had been seized by the authorities and destroyed. The value was stated to be \$6,000,000. Immediately after this, the Viceroy at Canton insisted that all foreigners trading in Canton should sign a bond to the effect that they would not deal in opium, and that if they were caught so doing, the opium and the ships would be confiscated and the persons engaged in the illicit trade executed! All the non-British foreigners agreed to sign this bond, but Captain Elliot refused, on the grounds that the Execution Clause in the bond was in opposition to British law. The Viceroy replied that unless the bond was signed, British subjects would not be allowed to trade in Canton, and this led to the general exodus to Macao in May.

Limited Life

"At a later date the Cantonese authorities ceded the Island of Hong Kong to the British Crown. Although possession of the Island was taken in 1841, this cession was not finally confirmed by the Emperor of China until the Treaty of Nanking, after hostilities, that occurred in 1842. It appears that the business of the Society was carried on for a while in Macao, but as soon as the Colony of Hong Kong was established Messrs. Dent & Co. and the other former Canton merchants arrived from Macao, and thereafter traded under the protection of the British flag.

"Records show that twenty years later the Union Insurance Society of Canton was formed, but it would seem that a definite limit was put to the period dur-

ing which it could operate, namely—for the three years 1862-1864.

"In the Articles of Agreement dated 1st January, 1862 the following section is of interest—

"That the said shareholders severally and respectively shall and will at all times during the continuance of the said Society use their best endeavours and utmost diligence to carry on, improve and increase the business and promote the interests of the Society, by all lawful ways and means for their mutual benefit and advantage."

"Another agreement was made for the period 1865 to 1867, and, at the end of the last year, a further agreement for one year only—that is, 1868. In September of that year however, an Extraordinary General Meeting altered the Articles of Association to provide for the Society's continuance in operation until the end of 1870. At this meeting a certain amount of opposition by a minority of the shareholders was apparent, and a Mr. Delibanco asked 'Why not make the office a permanent one?' If this was done, he would withdraw all that he had previously said (regarding the proposed alterations). Mr. Lemann (a Director) explained that the Society was not formed for the purpose of making profit out of insurance, but for the mutual benefit of the merchants who formed and who contributed business to it."

New "Offices"

"During these triennial periods the allotments of shares in new 'offices' as they were called were made in accordance with the contributions made by Shareholders to the former 'Office.' We read in 1871, for instance, of complaints by shareholders that they had not been allotted the number of shares applied for and their complaints were answered by the Directors that the allotments had been made as indicated above.

"In 1874, the policy of the Society changed, in that the three year period was abandoned, and new Articles of Association were drawn up, which included no period of duration.

"In January, 1874, a Branch Office was opened in London. From this time onward the Society made rapid progress as is shown by the fact that the assets which were \$345,000 at the end of 1875, rose to over \$1,000,000 by the end of 1877 and to nearly \$1,500,000 at the end of 1882.

Growing Assets

"At the end of 1913, the assets exceeded \$12,000,000 and reached \$17,000,000 at the end of the first years of the Great War. In 1916, an amalgamation took place with The China Fire Insurance Co., Ltd., and the Capital of the Society was increased to \$4,000,000 by issuing 3,600 shares (\$100 paid up).

"In 1919, the Capital of the Society was converted into Sterling, the nominal Capital being £2,000,000 divided into 200,000 shares of £10 each. This is the nominal Capital of the Society to-day. The Issued Capital was 96,000 shares of £10 each, of which 24 was paid up. In the same year an amalgamation with the North China Insurance Company, Limited, took place and for this purpose the Society issued a further 15,000 shares.

"In 1922, the Memorandum and Articles of Association were re-drafted, one change being that authority was granted the Society to carry on all classes of insurance other than Life Insurance.

Amalgamation

"In 1925, an amalgamation took place with The Yangtze Insur-

ance Association, Ltd., and in this connection 24,000 new shares were issued, bringing the total shares issued up to 135,000 of which £4 per share was paid up, and this is the issued Capital to-day.

"The foregoing brief history is of interest, but no mention is made therein of the Society's fortunes in the conduct of its business of insurance. To grow from a small Company, brought into existence by a group of merchants in Canton, to a world-wide business owned by shareholders resident in practically every Continent, needed foresight and initiative. That this was not lacking in our predecessors is evidenced by the position to-day. The initial step towards extension overseas was taken in 1868 by the opening of a Branch in Shanghai. This was a momentous move, for to extend beyond the confines of one's own territory in 1868 was a matter calling for much more consideration and enterprise than is the case in 1935. Furthermore, as it affected the Society, it marked definitely a policy of expansion—a policy that was to lay the foundation of a business the pioneers of those early days could not visualise.

Shanghai Start

"It is recorded that Mr. Samuel Brown was the first representative of the Society in Shanghai, but as in the case of many persons connected with our early days, there is unfortunately no record of Mr. Brown other than that he was the first representative outside of Hong Kong. It does not need much imagination however, to conclude that Mr. Brown would be surprised if he could see Shanghai to-day, with a population of more than 3½ million people; with ships of from 15 to 20 thousand tons, of all nationalities, moving daily up and down the Whangpoo River—right to the famous Bund with its modern buildings—one of which is that of the Society.

"The Society's business on the coast and in the interior of China has developed to a point that would certainly be a revelation to Mr. Brown could he see it. In every coast port there are agents and representatives, and in Tientsin, Hankow, Peiping and Canton the Society's Branch Offices are engaged in developing the business that Mr. Brown started in such a small way.

Bold Step

In the days to which reference is now being made, London, as now, was the centre of the commercial world, so it was only a matter of a short time after the establishment of the Shanghai Branch that the active, officers controlling the Society realised the necessity of going even further afield than they at first contemplated.

The establishment of a branch in London in 1874, was nevertheless a bold step, for there were many large and influential Companies caring for the Insurance requirements of that great City, and a young Company from a far off land could not hope immediately to make its presence felt. The courage that lay behind this step has been well rewarded, for to-day the Society has its staff housed in its own splendid building in Cornhill with its Underwriter's Office in Lloyd's Building.

The ability displayed by succeeding Underwriters, the successful outcome of their operations and the sound condition of the financial structure, have won for the Society a place in the Insurance world of which all associated with it have every reason to be proud.

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1841



1941

Chinese Turn To Sport

MR. Lin Yu Tang, in his famous book "My Country and My People", in the chapter dealing with Chinese Social and Political Life, says:

"The Chinese are a nation of individualists. They are family-minded not social-minded."

"They do not indulge in sport, which binds human beings together, and which is the essence of the English and American social life. They play games, to be sure, but these games are characteristic of Chinese individualism. Chinese games do not divide the players into two parties, as in cricket, with one team playing against the other. Teamwork is unknown. In Chinese card games, each man plays for himself. The Chinese like poker, and do not like bridge. They have always played mah-jong, which is nearer to poker than to bridge. In this philosophy of mah-jong may be seen the essence of Chinese individualism."

If Mr. Lin's remarks, which I have just quoted, are open to objection as an accurate description of sport among Chinese at the present time in particular places or environments, they cannot be open to objection as a generalisation of Chinese characteristics, as it is obviously intended to be. The reason for my quoting them is that they do serve to explain the fact that sport among Chinese in Hong Kong is a matter of recent origin.

"Teh Yuk"

The modern Chinese expression for sport is "teh yuk" (body culture), and for sportsmanship "teh yuk ching sai" (body culture essence spirit). So modern, indeed, is the Chinese conception of sport and sportsmanship, that these current terms have not yet found their places in certain standard English-Chinese dictionaries.

I remember, quite vividly, the days before I left here for England in 1906. Very few Chinese boys, and even fewer Chinese girls, could swim, and hardly any Chinese played football, tennis or cricket. I remember being told that sampan girls were never allowed to learn to swim—though drowning fatalities were frequent—because it was indecorous for girls to show their forms. What a far cry from those days to the present time, when girls take part in athletics in low-necked shirts and short pants!

Swimming did not come into prominence among the Chinese community until about fifteen years ago. Hitherto swimming was more or less confined to the wealthier classes who could afford to hire launches for picnics during the summer months.

Bathing Clubs

The first Chinese bathing shed to be erected was by the Chinese Recreation Club in the year 1910, near the old Royal Hong Kong Yacht Club. Subsequently this Club concentrated its activities on tennis, and a new club known as the "Chinese Bathing Club" was formed. The Chinese Bathing Club and the South China Athletic Association erected bathing sheds for their members at North Point, and it was from the year 1920 onwards that swimming was taken up seriously by the Chinese.

The first open aquatic event for Chinese was promoted by the South China Athletic Association and the Chinese Bathing Club in the year 1924. The total number of competitors taking part was only sixty-eight, eleven of whom came from Canton.

The first permanent bathing shed to be erected was by the South China Athletic Association, which was opened by Lady Clementi on June 29, 1929.

Since that date other pavilions have been erected. At present there are the following pavilions:

South China Athletic Association;
Chinese Bathing Club;
Chinese Athletic Association;
The Chinese Civil Servants' Club; and

The Bankers' Association, at North Point; and

The Chung Sing Benevolent Society, at Kennedy Town.

In addition to the above there are other sheds erected at North Point by the Chinese Y.M.C.A., The Sincere Co., Ltd., The Sun Co., Ltd. and The Wing On Co., Ltd.

All these pavilions and bathing sheds afford facilities to over ten thousand persons daily during the summer months.

Swimming Records

The Chinese have improved to such a great extent that several of the records for swimming in the Colony are at present held by them.

In the year 1931 Kwok Chung-hang, the then breast-stroke champion, was invited to visit Melbourne to give an exhibition of swimming in connection with the Australian Centenary Celebrations.

In 1909 the Hong Kong Tennis League was formed. There were then only seven teams in the League, with the Chinese Y.M.C.A. as the sole Chinese team. The Chinese Recreation Club was formed in the following year. This Club concentrated its activities on tennis, and has produced many champions of the Colony, among them being Messrs. Ng Sze-kwong, my brother Mr. M. W. Lo, and the Tsui Brothers, and including one lady champion, my sister Mrs. Litton.

Popular Hold

Tennis has taken such a popular hold on the community that the Tennis League is now divided into four divisions, with twelve Chinese teams participating, namely: C.R.C., 5 teams; S.C.A.A., 4 teams; Kowloon Tong Garden Club, 2 teams; and the Hong Kong University Tennis Club, 1 team. The Chinese (C.R.C.) have been champions on sixteen occasions during the past twenty-four years, and this Club has held the title since the year 1932.

It was about the year 1904 that the Chinese took up football seriously. In that year, a number of school boys from Hong Kong Government Schools formed a club known as "The Chinese Football Club".

In the year 1911 the first national meet of China was held at Nanking. A number of school boys from the Colony were selected to represent "Southern China", and they won the football championship. In the following year nearly all of these players were selected to represent China in the first Far Eastern Olympic Meet in Manila.

In 1914, for the first time in the history of football in the Colony, two Chinese teams participated in the junior division of the Hong Kong Football League, under the names of "The Confucian Society" and "The Lam Long A.D.C."

In 1916 the South China Athletic Association, which has done so much for local football, was formed.

In 1923, at the invitation of the Australian Football Association, a Chinese team composed of players from the Colony, except for one player from North China, made a tour of five States in Australia. This tour was in every sense epoch-making for, although delegations of Chinese sportsmen had

taken part as representatives of their country in the Far Eastern Games in Japan and the Philippine Islands, this was the first occasion on which a team of Chinese sportsmen ever toured a foreign country. This tour was the forerunner of many other tours.

In the year 1936 China was represented in football and other games at the Eleventh World Olympic at Berlin. Twenty-two football players were selected and, of these, seventeen were chosen



The Hon. Mr. M. K. Lo who was responsible for this article, given on Saturday in the form of a radio broadcast from Z.B.W.

from Hong Kong. Before reaching Berlin the football team made an extensive tour of the South Sea Islands and India, and went through the whole programme of a series of twenty-seven matches undefeated.

Whilst in London they played against the Islington Corinthians, and this is what the Sports' critic of one of the London papers said of their play:—

"No use blinking at facts. Islington Corinthians, almost an English International Amateur team as names go, were shown at Highbury last night just how football—real football—should be played. The Chinese Olympic team, with an exhibition of school learned soccer, showed the tricks of the game to lads born more or less with a football in their hands. Chinese football on this showing, is as good as anything we have seen."

Overseas Tours

The local Chinese Football Clubs and Associations also made extensive tours during the off-seasons, and among the places they visited were Manila, Saigon, the Federated Malay States, Java, Medan and Rangoon. Incidentally, as a result of these tours, they helped in raising the standard of football in Manila, Saigon and the South Sea Islands.

One of the chief features in the annals of Hong Kong football was the visit to the Colony of the English Amateur Football team; the Islington Corinthians, in the year 1936, at the invitation of the South China Athletic Association.

At present there are six football clubs affiliated to the Hong Kong Football Association, namely:—

The South China Athletic Association;
The Eastern Athletic Association;
The Kwong Wah Athletic Association;
The Sing Tap Sports Club;
The Kit Chee Football Club; and
The Chinese Athletic Sports Club.

Eight Chinese teams participate in the Hong Kong Athletic Football League (four in the First

Division, and four in the Second), and ten in the Challenge Shield Competition.

The total number of Chinese players registered with the Football Association is 228, which includes the names of many famous players such as Mr. Lee Wai-tong, the idol of the Chinese public, whose skill and sportsmanship are an inspiring example to all local sportsmen.

The prowess of Chinese in local football can be gathered from the following record:—

(a) They first won the Senior Football Championship in 1924. For fourteen years, from and including 1927 to 1940, they have won this Championship on no less than ten occasions.

(b) They won the Senior Challenge Shield in the years 1929, 1931, 1933 and 1935 to 1940 inclusive.

Major Trophies

(c) They carried off all the major trophies of the Hong Kong Football Association in the year 1940.

The Chinese football teams have been instrumental in raising large sums of money for charity every season, and the amounts so raised during the last decade exceed the sum of \$100,000.00.

I have no time to speak on other games which are played by Chinese in the Colony at the present time, such as baseball, volley ball, basket ball, softball, track and field, badminton and miniature football. But I may say that miniature football has taken a very strong hold on the Chinese, particularly the younger set. This game follows Association Football somewhat, but the size of the ball is smaller, and the game is played by nine players on each side instead of eleven. Every afternoon this game is being played by a large number of children on the various playgrounds.

That the striking progress which Chinese in Hong Kong have made in the realm of sport is in a large measure due to the encouragement, friendly rivalry, cooperation and example of British sportsmen in the Colony is a fact which all Chinese sportsmen would wish gratefully to acknowledge.

Cooperation

In the Legislative Council, at its meeting on November 23, 1940, speaking in connection with the Immigration Bill, I ventured to remark:—

"Sir, had the circumstances been different, the Colony would now be in the midst of its preparations for celebrating its centenary next year, and in the course of that celebration the interdependence of this Colony with China in general, and with the Province of Kwangtung in particular, would have received added emphasis."

Although the celebrations of our Centenary have had to be confined mainly to this series of talks over the radio, it is surely a matter for gratification on the part of all the residents of the Colony that Sino-British cooperation should constitute such an important chapter in the history of sport among Chinese in Hong Kong. I know I am voicing the sentiments of all Chinese in Hong Kong when I express the hope that such Sino-British cooperation in the Colony, which has so happily existed in the past—not only in sport, but in business, commerce and social affairs—will continue and increase to the benefit and happiness of both great Democracies.

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Cement Industry

The Green Island Cement Co., Ltd., was founded towards the end of the last century and established its first cement making works at Macao, in Portuguese territory, in 1889. In 1899 the Company, which was always British, extended its activities to the Crown Colony of Hong Kong and established in that year a battery of Aalborg kilns at Hok Un, in Kowloon, on the mainland of China situated in British territory.

In 1904 and 1905 the Hong Kong plant was remodelled by the establishment of two early-type rotary kilns, working on the dry process, and these were duplicated shortly afterwards. These kilns were 87 feet long and the four still produce about 1,000 tons of clinker per week. In 1923 two of the Aalborg kilns were adapted to the mechanical-grate system, as an experiment to find if it was worth while modernising the other Aalborg kilns in the same way. Soon after this it was decided to establish an entirely new rotary plant, but when all the necessary investigations had been made and the preliminary plans prepared, a boycott and strike in Hong Kong in 1925 prevented further immediate work. In 1926 the Aalborg kiln plant was demolished and the site prepared for a new rotary plant.

New Works

In 1929 the Company decided to build its new works, and from that time the new plant began to take shape. It was decided to manufacture at least 100,000 tons of cement per annum with two new kilns and the necessary grinding, crushing and mixing machinery. In practice the output is found to exceed the guaranteed figure, and 100,000 tons of ordinary Portland cement can be manufactured in addition to 5,000 to 10,000 tons of rapid-hardening cement. The new plant was supplied by Messrs. Vickers-Armstrong, Ltd., and the works were completed in October, 1931, having taken sixteen months from the time the first foundation was put down until cement was produced.

The raw materials for the manufacture of cement in Hong Kong are hard limestone and clay. The limestone comes from either the Canton districts or Haiphong, in French Indo-China, and as it is imported its cost is comparatively high. A large stock of limestone is always kept at the works, sometimes amounting to 250,000 tons.

Wing On Co., Ltd

The Wing On Co., Ltd., first established in Sydney, Australia, under the name of Wing On Fruit Merchants with an original capital of £1,400, commenced business in Hong Kong in 1907 with a capital of \$150,000 and under the management of Mr. Philip Gockchinn.

Steady progress marked the future of this Company, and to-day they are not only first class universal providers but they also handle insurance, banking and real estate.

The authorised capital of the Head Office is now \$4,000,000.

Those who organised this company in Australia, when it dealt in and exported Australian fruits and imported Chinese products, were Messrs. James Gocklock, who has been chairman of directors ever since, Phillip Gockchinn, chief manager ever since, O'Young Man Hing, Leung Chong, Ma Joe Sing, Mark Shun Gee Hing, O'Young Pun, Yung Tsze Wing, Gock Quay, Pang Yung Kwan, William Gockson, Gock Chew and William Gock Young.

THE Y.M.C.A. Began In Matshed

It is difficult to realise, especially for those like Sir Henry Pollock, who have been connected with European Y.M.C.A. since its birth in the Colony, that the Association had its beginnings 36 years ago.

The Association was first established on the top floor of Alexandra Building by the Rev. W. J. Southam, who was sent to the Colony as the representative of the International Committee of the Y.M.C.A. The organisation was, however, hampered by inadequate accommodation and the dispersal of a considerable portion of its revenue in the form of rent, and when the plague in 1917 necessitated a change in quarters, it happened that the funds canvassed for a building project by a Committee led by the late Sir Henry May had been sent to England and invested in War Bonds.

For a while, apparently, the Association was moribund. Actually, a great deal of work was proceeding behind the scenes and on January 21, 1924, the foundation stone of the handsome Y.M.C.A. establishment in Kowloon was laid by Sir Edward Stubbs, and the official opening, performed by Sir Cecil Clementi, took place in November, 1925. The West Wing and Swimming Pool were added in 1931.

The building contains 99 rooms for residents and there is a large section for the Services.

Chinese "Y"

THE Chinese Y.M.C.A. was founded in 1901 when the late Dr. Wan Man Kai, Mr. Tong Kai Sun and others rented a floor in

No. 29 Des Voeux Road Central as a Club House for the 37 original members.

The object then, as now, was to educate young men to the Christian way of life. In those days, Christian converts were limited to men and women who had been to Europe or America or who were sons and daughters of the clergy and Christian workers or who were brought up in mission schools. The worship of the Emperor was still fresh in the minds of the people and Christianity was much more 'foreign' than it is to-day. Further, sport had not become the popular pastime it is to-day. Nor did youth take part very much in mass gatherings and social functions. In those easy, individualistic days, with the family and its needs absorbing almost all attention, it was no wonder that only 37 persons joined the new association.

To-day the membership is about 5,700. Many leading Christians in South China had their first contact of social life in the various departments of the Y.M.C.A. It has produced many fine sportsmen as well as leaders in thought and action in the social service of Hong Kong. It has done more than any other single institution in the Colony with a continuous history of over 35 years to give physical health as well as moral strength to the youths of the colony. So much has the work extended that in 1934 a Branch had to be opened in Kowloon. This Branch is now a flourishing scene of activity and many a future leader of China is now taking the first lessons in leadership within its walls.

The average person who to-day visits the firm of Lane, Crawford, Limited, will find it hard to associate this modern shopping centre with a matshed on the harbour front of Hong Kong. Yet such was its humble beginning in 1850, when Messrs. Lane and Crawford established their business.

The project of founding the firm originated in the mind of Mr. Lane as early as 1848. The Colony was then only 7 years old and, Mr. Lane was the master of a sailing vessel trading to Hong Kong, but owing to the not unnatural difficulty in those days of obtaining the necessary supplies for his ship, it was not until Mr. Lane next went home that he was able to put his project into operation and persuade his friend Mr. Crawford to become his partner in the new venture.

Once established, the firm grew apace and different departments were added as business improved.

By 1905 the firm boasted branches in Shanghai, Yokohama and Kobe, branches that were later taken over by local managers and subsequently turned into limited liability companies. The Yokohama branch was destroyed in the earthquake of 1923.

The further progress of the firm was marked in 1905 by the giving up of their premises between Queen's Road and Des Voeux Road Central and their establishment in more spacious accommodation in Royal Building, now known as Chung Tin Building. Here they remained until 1926, when a further move was made, this time to the present premises in Exchange Building.

From the time of their establishment, Messrs. Lane, Crawford, Ltd. have been very closely linked with the steady progress of the Colony, and there are records to show that on at least two occasions the Company has rendered splendid service to the Government in times of emergency. It was the firm's bakery, for instance, that offered assistance when an attempt was made in the very early days to poison the troops, and in later years it was the firm's water-boats which brought the precious fluid, free of charge, from Kowloon Bay to keep the Colony provided with drinking water during the very severe drought some fifty odd years ago.

Sport

Sport in Hong Kong commenced soon after the occupation in 1841, when the present site of the Race Course was converted from a swamp into a flat stretch of land primarily for the exercising of the military horses but which was soon used for gymkhanas.

Cricket was played on the present site of Hong Kong Cricket Club in 1851 and football was an almost regular feature at the Valley in 1864, although Hong Kong Football Club was not formed until 1886, when Rugby was first played out here. Swimming and rowing facilities were offered by Victoria Recreation Club as early as 1872, and the third Club to be founded at Happy Valley was Craigengower Cricket Club, in 1894.

To-day Hong Kong offers the sportsman more opportunities than probably anywhere else in the world, including in its very formidable list Racing, Cricket, Football, Rugby, Hockey, Golf — we have at Fanling possibly the best course east of Suez — Tennis, Badminton, Polo, Bowls, Baseball, Softball, Swimming, Yachting, Billiards, and Athletics and Boxing to a lesser degree.

Philately

THE Hong Kong Philatelic Society was formed in 1921 by eleven Hong Kong Gentlemen, with Mr. H. W. Dick as its first President. Unfortunately Mr. Dick died in December 1921 and it is evident that the lack of his energetic activities was felt, as there is an entry in the Minutes of the General Meeting of September 1923 "that members be circularised as to the advisability of continuing the Society."

The Society has passed through a good many vicissitudes. Towards the end of 1924 the question "to be or not to be?" again arose. After two attempts a General Meeting was held at which the five members present elected themselves officers of the Society and reduced the entrance fee to \$2 and the Subscription to \$1 per annum at which figures they have remained.

The revival in interest was short-lived however, and apart from a flash in the pan in 1926 little was done until 1935 when under the energetic Presidency of Mr. H. W. Hammond new rules were drawn up and the Society was placed on a more business-like footing. Under Mr. Hammond's worthy successors, Messrs. Ohl, Sayers, Mitchell and Osborne, then back again to Mr. Hammond (the present President) the Society has now grown into a healthy youth of 19 years with a membership of 113, most of whom are active in support of the Society's activities.

Meetings are held on the last Thursday of each month in the Board-room of the South China Morning Post, to the management of which the Society owes a permanent debt of gratitude.

The Society has held exhibitions annually since 1935 and in them the public has shown a

Coincidence

Taikoo Club celebrate their 50th anniversary this year, and in this connection it is interesting to note that Mr. C. H. Summers, present Hon. Secretary, is the son of the first Hon. Secretary of that Club.

Mr. Summers, who attended as a pupil the opening of Kowloon British School, remembers the present Kowloon Cricket Club site when it was a swamp and the home of cranes, when Kowloon ended at Austin Road and when the Gripps was a billiard saloon.

A racing "miracle" occurred at the Valley some three years ago when two separate tickets each won two first prizes in Hong Kong Jockey Club's cash sweep on the same day.

When Hong Kong was taken over, aliens were not allowed to hold or deal in real estate. The Legislative Council, however, passed an Ordinance in 1853, making it lawful for aliens to hold and transfer real property.

The first cases of beri beri, which was previously unknown in Hong Kong, occurred in 1854 when six Indian soldiers were stricken down.

A salt tax was instituted in Hong Kong in 1844. It was abolished in 1858.

The first sitting of the Legislative Council took place on January 11, 1844.

gratifying interest.

There is now no reason why the Society should not go on from strength to strength with the continued loyal support which the members have so generously given during recent years.

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1841



1941

Education

(Continued from Page 58)

rector of Education to register all schools other than Government and Military schools and such others as the Governor-in-Council may direct. Thus the children in private schools both in Hong Kong and the New Territories now for the first time came under Government supervision. The State registration of schools had been discussed at home for some time but this is the first occasion on which it received the sanction of the legislature in any part of the Empire.

As a result of this ordinance a comprehensive census of schools and teachers in the New Territories was carried out in 1914, and changes in the Grant Code were introduced. Upper classes of English schools were encouraged by Grants to take the Matriculation and Junior Local Examinations of the Hong Kong University. This encouragement took the novel form of a Capitation Grant for each pupil presented for these examinations whether he or she passed or not. This was done to prevent the cramming of promising pupils.

Expansion

During the war years (1914-1918) a gradual expansion of the Educational system took place and in 1918 the average attendance had risen to 8,962 in English schools and 16,582 in Chinese schools. The Ellis Kadoorie School, previously a Grant school, was in 1915 handed over to the Government and began its existence as a District school from which boys passed to the upper school in Queen's College, and in 1916 a new Ellis Kadoorie School for Indians was opened by the Governor, Sir Henry May.

In 1917 H. E. the Governor appointed a Committee "to enquire into the teaching of the English language to Chinese boys in Government schools and to enquire into the question of reducing the number of other subjects taught so as to enable more time to be devoted to such teaching." The report of the committee was published in August of that year and suggested among other things, smaller classes in better buildings with better paid teachers. It also advocated medical inspection of all pupils and a few small modifications of the curriculum. It did not recommend any changes in the then existing arrangement for the teaching of English.

New Board

Early in the year 1920 a Board of Education, consisting of the Director of Education, Senior Inspector of English and Vernacular schools and nine members nominated by Government, was established "for the purpose of assisting the Director of Education in matters pertaining to the development and improvement of education in the Colony", and in 1923 its powers were extended so as to enable members of the Board to visit, without notice, any Grant school when accompanied by the Director of Education.

The demand for a new school for British children, not old enough to attend the Central British School (late Kowloon British School), was partially met by the opening of a new school at Quarry Bay in 1926 and the same year saw the district school at Saiying-pun blossom out into King's College in Bonham Road. The new King's College is housed in a magnificent building and serves to relieve the pressure on Queen's College. Unfortunately the new school was taken over by the military authorities during 1927 so

that it did not begin its intended career until later in that year.

During 1927 a committee was set up by the Board of Education to consider the raising of school fees. Its report was finally accepted by Government and a slight increase in fees in Government schools came into operation.

Education in general throughout the Colony received a great help in 1928 when Mr. Woo Hay Tong presented a large sum of money, the interest from which provided Woo Hay Tong Scholarships in all Government schools and made a substantial provision for similar scholarships in other schools, St. Joseph's College, the Diocesan Boys' School and Diocesan Girls' School.

The figures of the 1931 census throw some light on the expansion of education. The figures were for March, 1931.

Population of Colony:

Chinese	821,429
Non-Chinese	28,322
Total	849,751

Children (between 5 and 14):

Hong Kong and Kowloon	88,481
New Territories	17,940
Afloat	12,587

Total 119,008

The Director of Education's report for that year shows that there were 1,069 schools registered or controlled by the Director and the number of pupils in attendance was 68,593.

During this year the syllabus both in English and Chinese, in use in the District schools (Government), was under revision by a Departmental Committee, and the Class 4 entrance examination to the upper schools of Queen's College and King's College was for the first time thrown open to those attending any of the unprovided schools. (It had previously been confined to the lower schools of Queen's College, King's College, and the four Government District Schools).

Burney Visit

At the beginning of 1935 the Colony was visited by Mr. E. Burney, M.C., one of His Majesty's Inspectors of Schools, who made an enquiry into the local educational system. His report recommended far-reaching changes in the School Certificate Examination, the curriculum of the Anglo-Chinese schools, and stressed the need for primary vernacular education.

In the following years changes were made in the Education system, the Board of Education recommended in 1932 that the Senior and Junior Local Examinations be abolished and a School Leaving Certificate Examination be substituted, and in 1935 this was carried into effect. The first School Certificate Examination was under the control of the Hong Kong University, but in order to give effect to the recommendations made by Mr. E. Burney, H.M.I., in his report (1935), a school certificate examination to be taken at Class 2 (i.e., the class next below the Matriculation class) was arranged under the control of the Education Department.

To carry this out an Examination Syndicate was formed. This consisted of

- The Director of Education (President),
 - Senior Inspector of Schools (Chairman),
 - 4 Heads of Boys' Schools (2 Provided and 2 Grant-in-Aid),
 - 2 Heads of Girls' Schools.
- (The six Heads of Schools are determined by roster).

In 1937 the first Examination controlled by the Local Examina-

tion Syndicate was held. All Government and Grant-in-Aid English schools entered for this examination.

In 1933 a school known as the Junior Technical School was opened, providing a course for pre-apprenticeship training of prospective artisans. This school occupied the site of the Victoria British School, which after many years of excellent service to the department was closed down in 1931. With the inauguration of the Technical School the Technical Institute resumed its old title of Evening Continuation Classes, or the Evening Institute, the name being changed but not the policy.

Trade School

In 1936 a new Trade School came into existence, and the Head of the Junior Technical School became Principal of the Trade and Technical Schools. This School in 1937, when more fully equipped, opened courses in wireless telegraphy, building and motor car engineering. Applications for entry to all courses in both the Junior Technical and the Trade School far exceed the available accommodation. The average attendance at the two schools during 1937 was 171.

Although a certain amount of medical examination of students was carried out in pre-war days it was not until 1919 onwards that this was made an important part of school life.

In 1920-21 inspections of schools were carried out by officers of the Medical Department with the assistance of the Medical Officer of Health, but in 1924 steps were taken to obtain a whole-time Medical Officer for schools, and in 1925 a Lady Medical Officer was appointed. Under her guidance the whole system of medical examination was expanded. In 1933 she was succeeded by the present Health Officer for Schools and two Chinese Medical Officers for Schools were also appointed. In 1937 a lady Medical Officer for Schools was appointed in addition to the Health Officer.

Now students are examined on entry to Government schools and periodically afterwards. Physical Training is a part of the school curriculum, each student receiving at least one hour's training each week. In 1937 a new post of Physical Training Supervisor was made, prior to which the training had been given by instructors seconded from the military authorities.

Grants-In-Aid

By the end of 1937 eleven of the Grant-in-Aid schools had, at their own expense established medical inspection services on the lines of the system carried out in the Government schools.

The Central British School removed to new and spacious premises in 1936, the new building being one of the finest in the Far East, well equipped and possessing good playing fields.

At the end of 1937 the average attendance at all schools reached the record figure of 86,993 representing 1,177 schools. The estimated population at the end of 1936 was 888,190, but this has increased very considerably during 1937-38, owing to the influx of refugees from China.

In 1938 His Excellency the Governor, Sir Geoffrey Northcote, appointed a committee to report on the training of teachers, both English and Vernacular.

The chief recommendation of the committee was that Government should take immediate steps to provide a new centre or centres in the Colony for the training of

Law And Its Practice

(Continued from Page 66)

tion of justice, rendering it comparatively easy for the judges of the Hong Kong Court to arrive at a correct conclusion in most cases in which points of law are involved, guided as they are by the decisions of the High Court in England on similar subjects. Therefore the provisions, practically, of every statute in force in England which can be considered to be advantageous to the inhabitants of this Colony, and are not inapplicable to its conditions, have been embodied in Ordinances passed in Hong Kong subsequently to the passing of these statutes, and the laws of the Colony amended as have been those of England. But it has in recent years been considered advisable by the local Legislature to make special laws for the protection of persons dwelling in the Colony, or in certain districts; such for instance, as the Peak District (Residence) Ordinance 1918, which requires any person desiring to reside in the Peak district to obtain the permission of the Government to do so.

The main feature in local legislation during the past 10 years has been the codification of many of the older Ordinances which suffered from numerous amendments and alterations from time to time, the principal examples of which are the Ordinances relating to companies, trustees, summary offences, bankruptcy, public health, pharmacy and poisons.

New subjects covered in recent legislation include divorce, and laws affecting telecommunications, factories and workshops, juvenile offenders and others in connection with conditions in the Far East, the prevention of eviction and immigration.

men and women teachers both Anglo-Chinese and Vernacular.

In accordance with this recommendation the Teachers' Training College was opened in September, 1939 in temporary quarters. It is expected that a new and specially equipped building will be ready for occupation by March, 1941.

Simultaneously with the opening of this new college the training course for rural teachers at the Tai Po Normal School was extended.

The courses of study in the Government English schools were re-organised in 1939 so as to permit a four-year primary course ending at Class 5 and then for those students who qualify a three-year secondary course ending at the local school certificate examination.

In 1940 the Board of Education was reconstituted with a maximum of twenty members so as to include representatives of all the main aspects of education in Hong Kong.

As a result of the evacuation of children from Hong Kong in July, 1940 the Central British School, the military schools and the three junior British schools did not re-open after the summer vacation. A small class however, continued at the Peak School and another at the Kowloon Junior School.

Further mention must be made of the Hong Kong Teachers' Association, founded in 1932, which besides aiding its members through the provision of an up-to-date library and the arrangement of lectures gave considerable attention to the revision of school and examination syllabuses and conducted the first local experiments in visual aid work.

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